THE STORY OF GLASGOW

By GEORGE EYRE-TODD

J. Foley.

c 275

From a photograph by Dr. William Gemmell

"PROVAND'S LORDSHIP": INTERIOR VIEW (PRESENT DAY)

The doorway between the two rooms is modern, but otherwise the house has been preserved, as far as possible, in its original condition

The Story of Glasgow

From the Earliest Times to the Present Day

BY

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"The Glasgow Poets" &c.

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Preface

This short account of Glasgow was written in the first place as a reading-book for use in the secondary and continuation schools of the city. Since, however, it has been compiled largely from sources not available to previous historians, and since there appears to be a demand for some such condensed narrative of the city's chief memories and interests, the publishers have been induced to issue it in the present form. The citing of authorities was precluded by the original purpose of the book, but students who wish to verify statements may be referred, among other works, to the *Historia Britonum* of Nennius, the *Annales Cambriæ*, the Lives of St. Kentigern, Skene's *Celtic Scotland*, the *Fœdera Angliæ*, *Registrum Episcopatus Glasguensis*, the *Charters and Documents* and other works edited and written by the late Sir James Marwick, LL.D., the Glasgow Protocols, edited, with other writings, by Mr. Robert Renwick, the Histories of Glasgow by John M'Ure and later writers, Defoe's *Tour*, Tytler's *History of Scotland*, the *Dictionary of National Biography*, the published papers of the late J. O. Mitchell, LL.D., Captain

Williamson's *Clyde Passenger Steamboat*, the statistics of the Glasgow public departments, the various publications issued for the visits of learned societies and other bodies to the city, and the very considerable collection of literature dealing with Glasgow and its enterprises that has come into existence within the last generation, and that may be consulted in the public libraries.

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THE STORY OF GLASGOW

Introduction

It used to be common to think of Glasgow as "merely a trading centre", not very beautiful to look at, and not at all interesting to explore. The city was spoken of as a place to which men came to make a living or to make a fortune, and from which they were glad to flee whenever they had served their ends. The Glasgow boy was apt to look on his birthplace as not much to boast of, and its story as not worth studying.

But the day of such mistaken ideas has long since gone by. Glasgow has long been pointed out as perhaps the best-governed city in the world. With fleets upon every sea, and enterprises in every corner of the earth, it is the successor of the famous merchant cities of the past—Tyre, Carthage, and Venice. It has given the world poets and scholars, statesmen and soldiers. Its inventions have changed the face of the globe, and its men of science have conferred untold benefits upon mankind. It has been the home of learning, and literature, and art. Its parks and palaces, its schools and theatres, not less

than its mighty workshops and its marvellous river highway, may compare with any in Europe, and its citizens are cared for, body and mind, as no citizens were ever cared for before.

How all this has come to pass is one of the wonders of modern times. Not only is the story a thing which every citizen of Glasgow with proper pride should know, but it is perhaps the best example that could be found for the study of civic growth and government. At the same time its romantic happenings, its traits of character, and its strange turns of fortune, effectually prove that the life-story of a great city is at least as interesting and instructive as the life-story of a great man.

The Beginnings of Glasgow

It would be quite reasonable to ask what were the causes that led to the city of Glasgow being first planted where it stands. The answer takes us back to a time when this country still was in Roman possession. One of the great Roman roads from the south ran through Clydesdale; after crossing the Molendinar, then an open stream, now flowing underground between the Necropolis and the Cathedral, it climbed the present Drygate, and ran westward along the narrow way now known as Rottenrow. At the same time there were two important fords across the Clyde, one on each side of what is now the Stockwell Bridge, and from these fords a road wound upward by what is now Bridgegate and Saltmarket and High Street, and crossed the Roman road at the top of a steep ascent known as the Bell o' the Brae.

These old fords of Clyde seem to have been of great consequence in that early time, and to command them, just above the crossing of the roads, on the spot now covered by the Royal Infirmary, there was built a fort, known by the old British name of Caer or Cathair, and mentioned as Cathures in the *Life of St. Mungo.* Under the walls of this fort there doubtless gathered for protection a few low, thatched, and mud-built dwellings, and these dwellings were the first beginnings of Glasgow.

The fort lay well within the protection of the Roman Wall, which crossed the country from Clyde to Forth some distance to the north, at Cadder, and the inhabitants of the region were Britons or Cymri, the same race as the Welsh of to-day. Their own ancient religion was the worship of Baal. It is described by Cæsar, Pliny, and other writers of that time; many of its rites are preserved still among our Hallowe'en and mistletoe customs; and its greatest altar in the west country is still to be seen only a few miles to the north of Glasgow, on Craigmaddie Moor. This is known as the Auld Wives' Lifts. For more than three centuries, however, these Britons were under Roman rule and influence, and many of them became worshippers of the Roman gods.

Then came the Christian faith. Some years before he died, A.D. 337, the Roman Emperor, Constantine the Great, had declared Christianity to be the state religion of the Roman world. Christian missionaries began to make their way from province to province, and just about the close of the century one of them reached the little settlement on the hillside by the Molendinar.

St. Ninian was a Briton of noble birth, who had been educated in Rome. He built the church of

Candida-Casa at Whithorn, in Galloway, in the year 397, made journeys as far north as the Grampians, and gave his name to many places, like the village of St. Ninian's near Stirling. At Glasgow he consecrated as a Christian burying-place a small space of ground on the hill slope between the fort and the Molendinar, and he may have set up the first Cross of Glasgow, which stood at the crossing place of the Roman highway and the road ascending from the fords of Clyde.

But St. Ninian was not to become the patron saint of Glasgow. Shortly after his visit the Roman troops were withdrawn from Britain. This was the signal for fierce and terrible attacks upon the civilized Britons by the heathen Picts of the north and the Angles on the south-east. Early in the sixth century that tide of invasion was rolled back from Strathclyde and the Lowlands by the famous King Arthur, and when that hero finally fell, at Camelon, near Falkirk, in the year 535, he was succeeded by his nephew Owen, king or chief of the Strathclyde district.[1]

Owen was nearly as great a leader as Arthur himself, and slew Ida, king of the Angles of Bernicia, but he is most interesting to Glasgow people as the father of St. Mungo. The mother of St. Mungo was Theneu, daughter of the chief whom Arthur had set over the eastern part of the Lowlands. Her brother was the traitor Medraut, or Modred, who brought the heathen Picts across the Forth to defeat and slay King Arthur at Camelon.

The story is told that her own people, seeking

[1] The only authentic account of the actual British Arthur is that furnished by the early historian Nennius. From this account most of the scenes of the great hero's battles can be clearly identified as places in Scotland, and from it all the later romantic stories regarding Arthur have been evolved by Geoffrey of Monmouth, Wace, Layamon, Malory, Tennyson, and others.

her death, set Theneu adrift on the Firth of Forth in a frail coracle, or skin-covered boat; but, instead of being drowned at sea, she was drifted by wind and tide up the Firth to Culross, and there St. Mungo, otherwise known a St. Kentigern, was born.

Stone carving of the Arms of the City of Glasgow

From Old College Church, Glasgow

The boy was trained and taught in that place by the good St. Serf, and grew up his master's favourite pupil. His fellow students, however, became jealous of him. On one occasion, out of spite, it is said, they tried to kill a tame sparrow that he loved, and on another they put out a fire he had been set to watch. By what seemed a miracle to them he nursed the sparrow back to life, and rekindled the fire by rubbing together certain branches. These incidents are commemorated by the bird and tree in the Glasgow coat of arms.

But Mungo began to feel he must leave his early home, and one night he set out. St. Serf followed, and with tears begged his favourite to return; but the tide had risen between them in the Forth, and with a sad farewell they parted for ever. Near St. Ninian's, the fleeing student found at the point of death Fergus,

a holy man, who told him what to do. When Fergus was dead, Mungo laid his body on a rude car drawn by two young oxen. These brought their load to the little township by the Molendinar, and there in the plot of ground that had been consecrated by St. Ninian the young man buried the dead.

At hand St. Mungo built himself a cell, probably of branches and clay, and began to teach the people. That was in the year 543. Many things are remembered of him—his personal cleanliness, he bathed every morning in the Molendinar; and his simple attire, he wore garments of the native material of the region. Some of the incidents of his life have been magnified into miracles. A pagan chief of the neighbourhood refused to give him corn, and soon afterwards a flood swept the chief's cornstooks down the Molendinar to the Saint's door. And to account for a reconciliation which he brought about between another chief, the King of Cadzow, and his queen, Languoreth, a wonderful story grew up of his finding a lost ring in the mouth of a salmon caught in the Clyde. This story is commemorated by the fish with the ring in its mouth which appears in the city arms.

After a time there appears to have been a great uprising of heathenism, and St. Mungo was forced to flee for some years into Wales; but at the great battle of Arderydd (perhaps the modern Airdrie) in 573 the heathen tribes were overthrown, and Christianity was restored. The pagan poet-prince Merlin fled after the battle to the forests about the upper Tweed, where he was afterwards slain; and St. Mungo was brought home in triumph again to his church at Glasgow.

Here St. Columba, of whom more will be heard

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Photo. Annan

CRYPT, GLASGOW CATHEDRAL, SHOWING ST. MUNGO'S TOMB

in next chapter, paid him a visit. The two walked up and down the green bank of the Molendinar holding sweet converse over the past and future of their faith, and in token of friendship they exchanged their pastoral staves. St. Mungo died, a very old man, in the year 603. His tomb and his well are still to be seen in the lower church of Glasgow Cathedral. Previously his mother had been buried farther west, on the bank of a stream that came to be known as St. Theneu's, or St. Enoch's Burn, about the spot where St. Enoch's church now stands. The name "St. Enoch" is of course merely a corruption of "St. Theneu".

David, Prince of Cumbria

Of the story of Glasgow during the five centuries which followed the death of St. Mungo very little is known. The earliest civic document we possess, an "Enquiry" drawn up in 1116, merely says that "many treasons and rebellions in the surrounding regions not only destroyed the church and its possessions, but wasted the whole district, and drove its dwellers into exile". Edwin, the Anglian King of Northumbria, had founded Edwin's burgh, the modern Edinburgh, about the year 630, and his successor Oswald, ten years later, and Eadbert, in 756, attacked the kingdom of Strathclyde. The Picts also joined in this later attack.

It is true that the little British kingdom held its own. A poem written early in the seventh century says:—

"From Penryn Wleth (Glasgow) to Loch Reon (L. Ryan)
The Cymri are of one mind, bold heroes".

They overwhelmed Eadbert on his retreat towards Northumbria, and they joined the Scots and Welsh and Danes in opposing Athelstan, the grandson of Alfred the Great, at the great battle of Brunanburgh in 937. But amid these struggles the old church of St. Mungo seems to have fallen into decay.

Meanwhile another race had secured a footing in the north. In the sixth century the Scots from Ireland had founded a kingdom in Cantyre. From their possession the district about the south end of Loch Awe got its name of Argyll—the "Land of the Gael". They even crossed the Firth of Clyde, and in a battle near the modern Mauchline, Fergus I, King of the Scots, slew the British King Coyl, the "old King Cole" of the popular rhyme, from whom the district of Kyle in Ayrshire takes its name. But the British kingdom of Strathclyde was never subdued by the arms of the Scots.

In 563, twenty years after St. Mungo had set up his church at Glasgow, St. Columba came over from Ireland to convert the Picts to Christianity. He built his monastery in Iona, and made missionary journeys with his twelve disciples all over the Highlands and the north. The spread of the Christian faith was followed by the spreading power of the Scottish kings, and at last, in 838, Kenneth II, King of the Scots, at the battlefield of Cambuskenneth, named after him, on one of the links of Forth, overthrew the last Pictish army, and himself became King of the Scots and Picts.

Still, in spite of attacks, the little British kingdom in the south-west remained independent. But at the battle of Carham in 1018, Eogan the Bold, King of Strathclyde, fought under Malcolm II, King of Scots, and after that time, through a union by

marriage, Strathclyde became a possession of the Scottish crown. The two peoples, however, remained distinct for long afterwards. The men of Strathclyde are named separately among those who fought under David I at the Battle of the Standard in 1138. Malcolm IV addressed them separately in 1164 in a charter directed to "Normans, Saxons, Scots, Welsh (*i.e.* Strathclyde Britons), and Picts". And they were separately named in the lines above the gate of the old bridge across the Forth at Stirling, as late as the year 1297:—

> I am free march, as passengers may ken,
> To Scots, to Britons, and to Inglis men.

The various races, indeed, were only completely welded into one nation by the Wars of Succession and Independence under Wallace and Bruce in the 13th and 14th centuries. But meanwhile the heir of the Scottish kingdom held the title of Prince of Cumbria (*i.e.* Strathclyde), in the same way that the heir of the throne of Britain holds the title of Prince of Wales at the present hour.

In this way, in the year 1115, David, youngest son of Malcolm III ("Canmore"), was Prince of Cumbria. That was a time when a great change was taking place in the country. Canmore had spent his youth in England, at the court of Edward the Confessor, and when he had overthrown Macbeth and seized the Scottish throne, he married an English wife, the Princess Margaret, sister of Edgar the Atheling, who had fled into the North at the usurpation of Harold. Malcolm and Margaret were followed into Scotland by many Saxon nobles and adventurers, driven from their English lands by the Norman Conquest. To these followers Malcolm gave parts

of the waste lands of his kingdom, on condition that they should settle upon the soil and be ready to fight for the country when called upon. The same thing is being done in Canada and the United States of America at the present day, when a settler receives a grant of a hundred and sixty acres from the Government on condition that he will build a house, till the soil, and pay certain taxes. This was the beginning of the feudal system. Men ceased to hold their land by the old barbarous "right of the sword"; they came to hold it on condition of fulfilling certain duties of citizenship.

At the same time the church in Scotland had fallen into serious decay. The abbeys and other religious houses founded throughout the country by St. Columba and his followers had fallen into the hands of a hereditary priesthood called the Culdees. Great abuses had crept in. Often the Culdees had ceased altogether to attend to their religious duties, while they kept possession of the church lands, and handed them on to their families as personal property. A great reformation was needed, and this was effected by Malcolm III and Queen Margaret. They replaced the old Columban or Culdee clergy with Roman orders of priesthood. These new priests were not allowed to marry, and they held their lands, like the lay barons and lairds, upon condition of performing certain services. In this way Scotland came to have a feudal system in Church as well as State.

These changes were carried out not only by Canmore and his queen, but by their three sons who reigned after them — King Edgar, King Alexander I, and King David I. While David was still only Prince of Cumbria, he took an active part in this enterprise in his own princedom of Strathclyde. His favourite

residence is said to have been Cadzow Castle, only some twelve miles up Clydeside from Glasgow. There he hunted the wild white cattle and the deer, and is said to have planted some of the huge old oak trees which still stand in Cadzow Forest.

A much greater planting which David carried out in the same neighbourhood was that of the feudal settlers whose "towns" or homesteads are still remembered throughout the upper valley of the Clyde. Thankerton there is the ancient Tancred's town, Symington is Simon's town, Lamington is Lambin's town, and so on. Sometimes these settlers seem to have had a special duty set them. Thus, after the Battle of the Standard in 1138, David brought home with him a certain Walter Fitz Alan from Shropshire, whom he settled at Renfrew on the lower Clyde, and made Steward of Scotland. The object of this settlement appears to have been to defend the passage of the river from the Norwegian invaders, who were then pressing up the firth, and threatening to penetrate to the very heart of the kingdom. This duty the Stewards, or Stewarts, effectively carried out, and fully earned the reward that fell to them two centuries later, when, by marriage with the daughter of Robert the Bruce, they came into possession of the Scottish crown.

But it was while he was still only Prince of Cumbria that David became the second founder of Glasgow. The church there he found in woeful condition. As with the Columban Church elsewhere in the country, he found that the lands belonging to St. Mungo's shrine had been treated as personal possessions by the priests, and had long ago passed out of connection with the church. The first thing he did was to make an enquiry among the oldest men in different parts

of the country. Their evidence was put together in the year 1116, in a document called a *Notitia*, and the lands which they declared to have belonged in previous times to the Church of St. Mungo were restored to it by the Prince. He also himself made a gift of the churches of Renfrew, Govan, and Cadzow, and appointed his own tutor Achaius to be the first Bishop of Glasgow.

Thus the ancient shrine of St. Mungo became the seat of a bishopric of the Roman Church.

The Early Bishops

The 7th of July in the year 1136 was a great day in Glasgow. Bishop Achaius had built a new cathedral over the grave of St. Mungo, and on that day it was opened. The Prince of Cumbria was now King David I of Scotland. He was no doubt present, and he gave to the Bishop the broad lands of Partick on Clydeside. From that hour the little cathedral city by the Molendinar began to play a part in the greater affairs of the kingdom.

Achaius was not only Bishop of Glasgow, but Chancellor of Scotland, and from the first he had to fight against the English claim that his bishopric owed obedience to the Archbishops of York. The fight was still going on in 1174 when Jocelin, Abbot of Melrose, was chosen to be fourth Bishop. He was described as "a man gracious and gentle", but no sooner was he elected Bishop than he began to show the stuff he was made of. He went to Rome, and had the curse removed which Henry II of England, and Roger, Archbishop of York, had procured

against the Scottish king, William the Lion; and he secured a papal order that the Scottish bishops should yield obedience to Rome alone.

Jocelin got from the king, as a reward for these brave services, a charter making Glasgow a burgh, with the right of a market, and other advantages, and he also got the city the right to hold a yearly fair. These were the beginnings of Glasgow's commercial greatness. They date from as long ago as the years 1175 and 1185. Jocelin also began to rebuild the cathedral, which had been destroyed by fire, and a large part of the building as it now stands is believed to be of his design.

The little city soon began to grow. A little colony of cloth-shrinkers sprang up on the lower bank of the Molendinar, where Saltmarket now stands; there was a colony of salmon fishers at the mouth of the stream; and the increasing traffic had led before 1285 to the building of a wooden bridge across the Clyde at the Stockwell fords. But there were other things than trade to be thought of at that time. In 1163 the great Abbey of the bishopric was founded at Paisley by the High Stewart. In the following year Somerled, the great Norse Lord of the Isles, sailed up the Clyde with a fleet to attack the Stewarts at Renfrew, and was slain in battle there. Fifty years afterwards Bishop Walter was preaching in favour of the Crusades. And half a century later still the High Stewart was dealing his last great blow to drive the Norwegian danger from the country for ever, at the famous battle of Largs.

But a struggle which was to have perhaps more far-reaching effects was at the same time going on in a quieter way. Glasgow had for rivals on the river Clyde the older burghs of Rutherglen and

Dunbarton, and it was a great triumph for the little bishop's city when Rutherglen was forbidden to levy toll westward of the cross of Shettleston, and when Glasgow, in defiance of Dunbarton, was given the right of free trade throughout Lennox and Argyll.

A century later we find Glasgow playing a notable part in resisting the greatest national enemy of those times. Already we have seen how Bishop Jocelin had repelled the attacks of Henry II and the Archbishop of York. Bishop Walter, a little later, secured the removal of the curse laid on the Scottish nation and its king, Alexander II, at the instigation of the English King John. And in 1255, when Henry III was planning to get the boy-king, Alexander III, and his kingdom, into his power, it was Bishop Bondington who, with others, at Wark, indignantly refused to set his seal to the treacherous document.

Yet still more striking events were to come. When Alexander III fell over the cliff at Kinghorn, and a few years later his daughter's daughter, Margaret, the "Maid of Norway", died on her way to Scotland to be crowned, it was a good thing for the country that the stout Robert Wishart was Bishop of Glasgow. Edward I of England was plotting to seize Scotland, and he tried to bribe Wishart with gifts. But the Bishop, as one of the Guardians of the kingdom, stood up boldly for its rights. He signed the order to arrest the Sheriff of Northumberland, which was one of the first checks offered to the English king. For a time he was distrusted by the friends of Scotland. On the downfall of Baliol in 1296, he swore fealty to Edward, and though he was among the first to join Wallace a few months later, he was forced to submit again to the English monarch, when the little Scottish army

went to pieces at Irvine. He was thrown into prison at Roxburgh, while Anthony Bek, the fighting Bishop of Durham, took possession of the Bishop's Castle in Glasgow.

Then the first battle in the streets of Glasgow was fought. The Bishop's Castle stood on the site of the ancient Roman or British stronghold, where the Royal Infirmary stands to-day. Wallace hastened by night from Ayrshire, and with his little force crossed the Clyde by the fords and the wooden bridge. Here he divided his force, sending his uncle Auchenleck up the eastern bank of the Molendinar, while he himself advanced boldly up High Street. At sight of him Bishop Bek sallied out, and rushed with all his forces against the Scots as they climbed the steep Bell o' the Brae. Soon, however, he found himself between two enemies, for Auchenleck came up the Drygate behind, and cut him off from the castle. In the end the Bishop fled, first to Bothwell and then to England, and Wallace took the castle and destroyed it.[1]

Four years later, at Christmas, 1301, Edward I himself spent a fortnight in Glasgow. He lived in the Blackfriars Monastery, where College Station now stands, and again and again he attended service in the Cathedral and made offerings at the high altar there. Perhaps Wishart was present, for he had been set free and had renewed his oath to Edward; but within a year afterwards we find the Pope calling him the "prime mover and instigator of all the tumult and dissension that has arisen". Then an event occurred within three miles of the cathedral

[1] The tradition of this battle is given with embellishments in Blind Harry's *Book of Sir William Wallace.* For the discussion of it see *The Book of Glasgow Cathedral,* pp. 80 and 334.

which must have wrung the Bishop's heart, and which seems to have made him more eager and active than ever for the cause of Scottish freedom.

At Rab Rae's town, now called Robroyston, on the night of 5th August, 1305, Sir William Wallace was surprised and taken by "the fause Menteith". A cross now marks the spot where the house stood in which he made his last struggle, and was forced to yield. He was carried first to Dunbarton Castle, then to London, condemned falsely as a traitor, and executed with horrible cruelty on 23rd August.

Five months afterwards, on 10th February, Robert the Bruce stabbed Comyn at Dumfries, and sent out letters calling Scotland to rise against the English. One of the first to join him was Bishop Wishart. He brought Bruce to Glasgow. Five days after the deed at Dumfries he absolved him from its guilt. From his own vestments he furnished coronation robes, and, proceeding to Scone, set the crown with his own hand on Bruce's head. Shortly afterwards, having fought for the new king at the battle of Methven, Wishart was taken, clad in mail, in the castle of Cupar, and when he was next freed from an English prison, after the battle of Bannockburn, he was old and blind. It is in memory of this patriot bishop that the name of Wishart Street was given to the thoroughfare which now covers the Molendinar burn at the east end of Glasgow Cathedral.

The new Bishop of Glasgow, John Lindsay, countenanced Edward Baliol for a time, and seems to have entertained that adventurous prince and his patron, Edward III, when they met at Glasgow on the way to overrun Scotland in the summer of 1335. But he afterwards changed to the patriotic side, and on being captured coming from France with armour

and treasure for the help of Scotland, is said to have died of a broken heart.

He was followed by Bishop Rae, who is said to have built the first stone bridge across the Clyde in 1345. It replaced the old "brig of tree" at the foot of the Stockwell, which is mentioned by Henry

Old Bridge of Glasgow (from an engraving, 1761)

the Minstrel and other writers. The stone bridge was a high narrow viaduct with eight arches, something like that built by the mother of King John Baliol, which still spans the Nith at Dumfries.

The Founding of Glasgow University

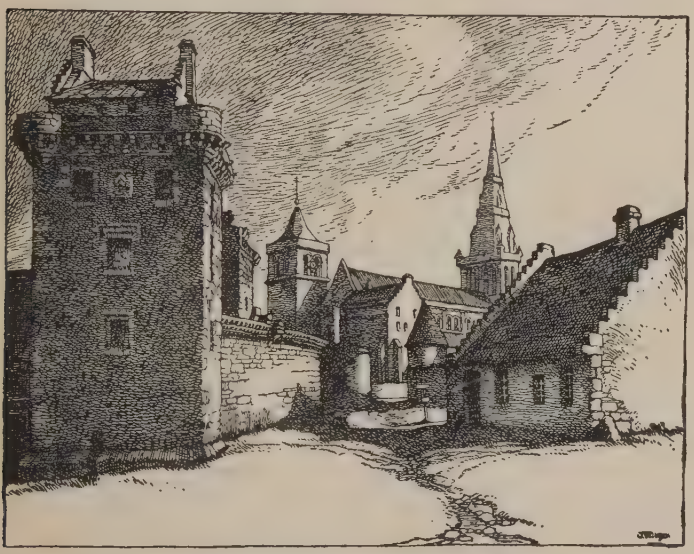
Most of the successive Bishops of Glasgow were great men, and played important parts in their time. Often they were Chancellors of Scotland, and often ambassadors to foreign courts. One, Walter Ward-

law, was made a cardinal, and his name, *Walterus Cardinalis,* is still to be seen proudly blazoned in letters of gold on the cathedral roof; while another, Bishop Cameron, of the house of Lochiel, was perhaps the ablest Scottish churchman and statesman of the time of James I. It was he who made the Bishop's Castle of Glasgow one of the important strongholds of the country. He also made each of the thirty-two cathedral canons build a manse in the little burgh. All these well-built houses, with their fair gardens, clustering about Drygate and Rottenrow and what is now Castle Street, with the Bishop's fortress itself in an open space in the centre, and the beautiful cathedral, towered and spired, at hand, began to make Glasgow both a beautiful and a prosperous place.

But the city was now to make another step of far-reaching consequence. In the fifteenth century occurred the great revival of art and learning in Europe known as the Renaissance. That movement came as far as Scotland, and produced wonderful results in poetry and scholarship. At first young Scotsmen who wished to study, like John Barbour, author of the famous poem "The Bruce", had been forced to journey to Oxford, or the universities on the Continent. But in 1411 Bishop Wardlaw of St. Andrews founded a university in his own cathedral city in Fife, and forty years later Glasgow was also made a seat of learning.

The story of how this actually came to pass is highly interesting in itself. At that time the Stewart kings were engaged in a great struggle to secure their seat upon the throne of Scotland, and the barons who opposed them were sometimes stronger than themselves. It was whispered that they were not the true

heirs of King Robert II, and first the Earls of Atholl and Strathern, and afterwards the Earls of Douglas tried to drive them out. Already in this struggle King James I had been assassinated at Perth; and a few years later, James II found himself fighting



Glasgow Cathedral and Bishop's Castle

From an engraving published in 1783

for existence against the whole power of the house of Douglas.

In his difficulty, with a large number of the lay barons of the kingdom against him, James turned for help to the rich and powerful prelates of the Church. Among them was William Turnbull, Bishop of Glasgow. Now the lands and castles of the Bishop formed exactly the key which the King required to the Douglas strongholds in Clydesdale. Besides,

among the charters in the Bishop's keeping at Glasgow lay the actual proof that the King was the true heir of Robert II. James II had therefore every reason to secure the friendship of Bishop Turnbull. Already the Bishop was keeper of the King's Privy Seal. James also honoured the Bishop by naming himself a canon of Glasgow Cathedral. Then, just at the moment when he defied the Earl of Douglas by depriving him of the office of Lieutenant-general, he raised Bishop Turnbull's burgh of barony at Glasgow into the much more important position of a burgh of regality. This gave the Bishop the full powers of carrying out the law in his own territory; and at the same time freed him from all obligation of feudal service upon the payment of a red rose yearly.[1]

That was on the 20th April, 1450. But a greater favour was yet to follow. There was a long-standing rivalry for the foremost place between the Bishops of St. Andrews and Glasgow. Already a university had been established at St. Andrews, and Bishop Turnbull was eager to have one set up in his own city. James accordingly recommended the project to the Pope. The head of the Catholic world at that time was Nicholas V, himself the greatest of the preservers and revivers of learning, the founder of the Vatican Library, and the mainspring of the Renaissance. He welcomed the idea, and in January, 1451, issued a bull for the setting up of a "Studium Generale", or university, at Glasgow, on the model

[1] Burghs of Barony had the privilege of being ruled by their own magistrates, of making by-laws, and of controlling trade within their bounds. Burghs of Regality had, in addition, powers of punishing crime. Royal Burghs had the right of choosing their own magistrates, who, in the other burghs, were generally appointed by the Superior, or landowner.

of the University of Bologna, in which he had himself been taught.

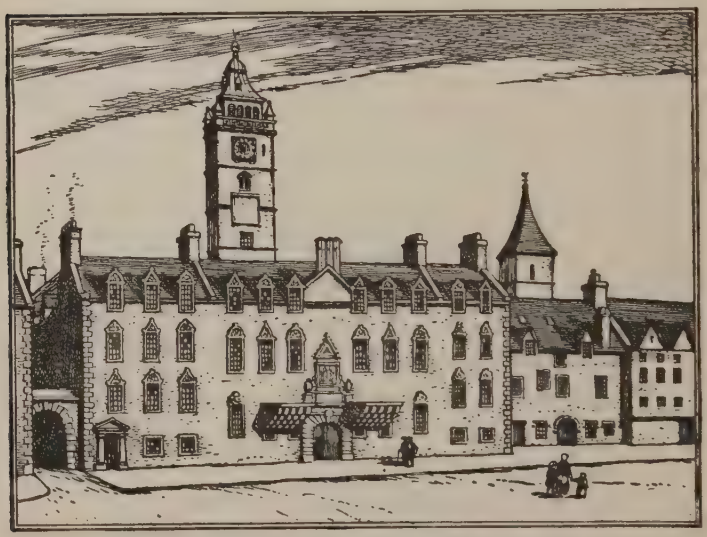
At first the law students were taught by the priests in the chapter-house of the Cathedral. Classes were also taught, and students lived, in a house in Rottenrow that had belonged, first to the parson, and afterwards to the laird of Luss. This came to be known as the Pedagogy. In 1459, however, a new College began to be built in High Street, where College Station now stands, and there the work of the University was carried on for more than four hundred years.

At that time the students lived within the College, like the students of Oxford and Cambridge at the present day. Their teachers were called Regents; at the head of these was the Principal; and the students themselves, almost as they do now, chose a Rector. At first, too, a number of notable men were enrolled to give dignity to the new institution. Among these, in 1462, was Robert Henryson, the famous poet and notary of Dunfermline. But the new University soon had graduates enough of its own.

During the first hundred and twenty years of its existence the University had learned priests for its regents or professors. So it came about that at the Reformation, in Queen Mary's reign, when many of those priests were forced to flee abroad, or go into hiding, the University fell into decay, and became almost extinct. In 1577, however, the Regent Morton, in name of the young King, James VI, established it again under a new charter. Andrew Melville, one of the most learned and resolute scholars of the time, was made Principal, and so well did he teach that, in two years' time, the fame of Glasgow University had spread even to the Continent. Students who had

passed through the classes at St. Andrews came to Glasgow to improve their learning, and the college rooms were not large enough to hold all who flocked thither.

The College in High Street was rebuilt in 1632,



The Old College in the High Street, Glasgow, in the seventeenth century

and during the next fifty years was resorted to by crowds of English students, who, because they were not Episcopalians, were prevented from entering the English universities. In this way the troubles of the times of Charles I and Charles II did good in a way to Glasgow.

A hundred years later still the College was famous as the home of great professors, like Adam Smith, the father of modern political economy. Its printers,

c 275

Photo. Annan

GATEHOUSE AND ENTRANCE TO THE NEW COLLEGE

the brothers Foulis, were producing editions of the Greek and Latin poets that are prized yet for their beauty and perfection. And within its walls was sheltered a School of Art, with an exhibition of paintings, which furnished an example for the founding of the British Royal Academy of the present day.

In 1870 the seat of the University was removed to Gilmorehill, where its fame has been increased by the work of great professors like Lord Kelvin and Edward Caird, and where women students are now admitted to the classes on the same footing as men. The old College in High Street has since been pulled down, but part of it has been rebuilt as the Gatehouse in University Avenue, and forms an interesting memorial of the great days gone by.

The Story of an Old House

Facing eastward across Cathedral Square, at the corner of Castle Street and Macleod Street, stands a quaint old building that has a story of strange and almost startling interest. It is the oldest building in Glasgow except the Cathedral itself, and it used to be known sometimes as the Black Land, sometimes as the Stable-green Port, the stables of the Bishop's Castle having stood not far in front of it. The proper name of the building, however, is that now given to it—Provand's Lordship.

Though long let in single rooms for workmen's dwellings, this was at one time the greatest house in Glasgow after the Castle, and before the street was raised against its front it must have had a stately and substantial look. Inside, some of its rooms have

lately been restored, and with their stone window-seats and great open hearths, thick stone walls and blackened rafters, give a good idea of the houses in which the churchmen and nobles of Glasgow lived four hundred years ago. Parts of the old roof, which

Provand's Lordship, as it was in 1840

was probably covered with thatch, still exist under the present roof of slate; there are aumries or cupboards and one small chamber in the thickness of the walls, and the gables and top of the wide old staircase tower are crow-stepped in the oldfashioned way.

The front part of the house was built by Bishop Andrew Muirhead in 1471. The Bishop's arms are to be seen on the lowest step of the gable facing Cathedral Square. The wings behind were built a hundred years later, in 1570, and the date is on a

corbel facing Macleod Street. But the interest of the house is not merely in its age. Many a house is old without being interesting. The real interest lies in the things that happened within these walls. After several changes of tenant it became the town house of the cathedral dignitary known as Canon of Barlanark and Laird of Provan.

Now one of the successive holders of that title was a very interesting personage indeed. All the world knows how, after the battle of Sauchieburn in 1488, where he had appeared in arms against his father, and where his father fell, King James IV is said to have worn an iron belt about his waist as a penance. He also by way of penance undertook certain religious duties. He made several pilgrimages to the famous shrine of St. Duthac at Tain, and he had himself enrolled as one of the canons of Glasgow Cathedral. The office which he held was that of Canon of Barlanark and Laird of Provan.

This last was no empty title, for the King came again and again to Glasgow to perform the duties of his office, and take part in the services of the church. An old historian says: "An iron chain was his belt. His use was often to visit the cloisters, to decore them with honourable gifts." On these occasions he may have stayed at the castle with the bishop, who would be only too glad to entertain his royal master, but it is also possible that he lived in the handsome new house which belonged to his office. His first visit to the city was paid only a few weeks after he became King. Bishop Blacader of Glasgow had been on his side at Sauchieburn, and for his reward, six months later, James had the see of Glasgow raised into an archbishopric, making it equal with the archbishopric of St. Andrews.

In return Archbishop Blacader was the ambassador who arranged the King's marriage with the Princess Margaret, eldest daughter of Henry VII of England. It was "near the right horn of the great altar" in Glasgow Cathedral that James took the oath to keep the treaties of marriage and peace; and it was Blacader who afterwards celebrated the marriage of the King at Holyrood. Then a little later, in 1506 and 1507, when the Archbishop was building the fine rood screen in the cathedral, and the rich addition known as Blacader's Aisle, James visited the work, and gave drink-silver to the masons.

The old house in Cathedral Square therefore forms a reminder of Glasgow's part in the most brilliant period of Scottish history, and also of the gay and active young King who was to fall so soon on Flodden Field.

But even more interesting is the connection of Provand's Lordship with James IV's granddaughter, Mary Queen of Scots.

Already, during the childhood of the Queen, the house had seen something of the cruel struggle of that stormy time. After winning a hard-fought battle—the Battle of the Butts—in the Gallowgate, against the Earls of Lennox and Glencairn, the Earl of Arran had besieged the Bishop's Castle for ten terrific days, and when at last it fell he had hanged sixteen of the defenders at the cross, in sight of Provand's Lordship. But twenty years later the old house was to play a part in the dark event which was the tragic turning-point in Queen Mary's career.

It is well known how Mary, as the granddaughter of Margaret of England, wife of James IV, was heir to the English throne. But Henry Darnley, son of the Earl of Lennox, was the grandson of that same

Margaret, by her second marriage with the Earl of Angus. He also, therefore, might have made a claim to the throne of England. Mary, however, had married Darnley, and so united the two claims.

Darnley was handsome and gay, but he was also vain, foolish, and profligate. He had taken part in the murder of the Queen's Italian secretary, Rizzio, at Holyrood, and had treated Mary herself so ill, and become so troublesome, that some of the nobles proposed that Mary should divorce him. This the Queen was loath to do, partly because she loved her handsome husband, and partly, no doubt, because of the danger of his setting up a separate claim to the English crown. Then some of the nobles made up their minds to remove Darnley by death. It is one of the most disputed points of Scottish history whether the Queen knew of this resolve. The chief proof against her, afterwards brought forward, was the famous set of Casket letters, said to have been written by her. Of these letters the one most fatal to Mary bore to have been written at Glasgow, and if she wrote it at all it is almost certain she must have done so in one of those low-roofed old rooms in Provand's Lordship.

It was when Darnley lay sick of smallpox in his father's house here that Mary came to Glasgow to see him. Provand's Lordship was the only suitable house for her staying in, and it belonged at that time to her friends, the Baillie family. After paying the visit to her husband, who was said afterwards to have been fearful of her coming, Mary retired to her lodging, and there, it is alleged, wrote the letter which forms one of the chief proofs that she was a party to the plot to murder the sick man.

This was in the last week of January, 1567. A

little later Mary carried Darnley by slow stages to Edinburgh, and lodged him in Robert Balfour's house at the Kirk of Field. There, at two o'clock in the morning of Monday, 10th February, he and his page were strangled, and the house was blown up.

A Famous Early Provost

In those feudal centuries Glasgow was a burgh under the rule of the bishops and archbishops. In 1476 King James III, in a new charter, confirmed the Bishop's powers "to constitute and appoint provosts, bailies, sergeants, and other officers within the said city, for the management and government of the same, as often as shall seem expedient to him, and to appoint to and remove from these offices such persons as he shall think proper".

The exact way in which the election was carried out in the year 1553 has been recorded. "An honourable man, Andrew Hamilton of Cochno, provost, and all the rest of the council of the city, came into the inner flower garden beside the palace, where the Most Reverend Father was conversing with some canons of his Chapter. They brought with them a paper schedule on which were inscribed the names of some of the most worthy and excellent men of the city, and, handing it to him, asked which two the Most Reverend Father wished to appoint magistrates for the coming year." The Archbishop made choice of two, and the provost and council withdrew to the tolbooth to carry out his instructions.

Seven years later, however, the Reformation took

place. The authority of the Pope was abolished in Scotland; it was made penal to say mass; and abbeys, monasteries, and churches were everywhere pillaged and burned. In the midst of these disturbances, feeling no longer safe, Archbishop James Beaton of Glasgow gathered together the vestments, registers, and valuables of his cathedral, and, escorted by some troops that were leaving for the Continent, departed for France, never to return.

Upon this the city saw its chance for independence. In September, 1561, the Council put it upon record that they had made search for the Archbishop to elect magistrates, but he was not to be found, and that accordingly the Council had themselves the power to elect. So an independent election was carried out. For long, however, the freedom to elect its own magistrates was disputed by the Protestant archbishops who were appointed by the King, and it was only by a letter of James VI in 1611, and by charters of Charles I in 1636, and William and Mary in 1690, that the liberty was really completed and made sure.

Meanwhile, as for a hundred years before the Reformation, the provostship remained practically in the hands of one or other of the notable families who had most influence in the burgh. The chief of these were the Earls of Lennox, who were hereditary bailies of the burgh, and had a town house within its bounds. By the Battle of the Butts in Gallowgate, in 1544, the power was wrested from Lennox for a time by the Earl of Arran, and Arran was made bailie for a period of nineteen years. But for the most part the Earls of Lennox were all-powerful, and they generally appointed the Provost.

Thus it came about that in the year 1577 a very

interesting personage was chief magistrate of Glasgow. Thomas Crawford was one of the soldiers of fortune for whom Scotland at that time was famous. He was the sixth son of Lawrence Crawford of Kilbirnie, and he set out in life with no provision but his good name and his sharp sword. As a lad of seventeen he was wounded and taken prisoner at the battle of Pinkie. Then he followed Queen Mary to France, and served as one of the famous Scots Guards at the Court of Francis I. When the Queen returned to Scotland in 1561 he returned too, and when she married Darnley four years later he became one of that young lord's gentlemen. Soon afterwards, as the Reformation was driving the clergy to sell their lands, he acquired the estate of Jordanhill to the west of Glasgow, which his father had given to the Church twenty years before. He built the first mansion on that estate, and from that lairdship has come to be known as Crawford of Jordanhill.

This purchase had not long been made when Queen Mary paid her historic visit to her sick husband at Glasgow. In that visit and the accusation against the Queen that followed Crawford played a very important part.

On being told that Mary was coming, Darnley, seeming to fear her anger, sent Crawford to offer his excuses for not meeting her. The Queen, however, said there was no medicine against fear, and came on to Glasgow. After she had visited her husband, Darnley sent for Crawford, and told him all that had passed; and two years later, at the trial of Mary, his evidence went a long way to condemn the Queen. Darnley, he said, had felt that he was being carried to Edinburgh too much like

a prisoner, but he had promised to go, and had resolved to place himself in her hands, "though she should murder him".

After the dreadful event at Kirk of Field which immediately followed Mary's Glasgow visit, Crawford became one of the Queen's most active opponents, and took the lead in more than one of the enterprises which damaged her fortunes most. He became captain of a body of men under the Regent Moray, and though we do not know that he fought against the Queen in the decisive battle of Langside, near Glasgow, we do know that a little later he took the chief part in capturing the two last strongholds that held out for Mary in Scotland.

In 1571 Darnley's father, the Earl of Lennox, was Regent of the Kingdom, and he sent Crawford, who had become an officer of his guard, to storm Dunbarton. It was a perilous enterprise, carried out in the misty dawn. We may picture the little party setting out from Glasgow an hour after sunset, the meeting with a reinforcement at midnight near Dumbuck, and the silent setting of the scaling ladder against the steepest part of Dunbarton Rock. One ladder fell with the men on it, and nearly roused the garrison, and on another ladder one of the stormers was seized with a fit. But the intrepid Captain tied the man to the ladder, turned it round, and made the others climb over him. Soon they poured over the rampart, and with the shout of "A Darnley! A Darnley!" the stronghold was won. For this exploit Crawford received the lands of Bishop's Meadow, Blackstoun Barns, and Mills of Partick, with a yearly pension of £200 Scots.

Again, in 1573, when the Regent Morton had determined to bring the five years' siege of Edinburgh

Castle to an end, Captain Crawford was one of the two commanders in the trenches; and, after a cannonade of nine days by a siege train brought from England for the purpose, and a terrific hand-to-hand struggle of three hours, it was they who stormed the Spur or Blockhouse, the key of the position, and who on the next night were secretly admitted to receive the surrender of the fortress.

This was the gallant soldier of fortune who, in 1577, became Provost of Glasgow, as a substitute for the Earl of Lennox, who had been appointed by the Protestant Archbishop Boyd. After the capture of Dunbarton he had bought a town house near the Bishop's Castle in Glasgow, and he seems with his wife to have lived a good deal there. The shrewdness of the stout old provost may be judged from the answer he gave to the rabble of the city, when in a sudden fervour they wished to destroy the venerable Cathedral. He told them he was quite in favour of "dinging down the hie Kirk, but not till they had built a new Kirk in its place". That astute answer saved the noble old Cathedral for the city.

Another monument of Crawford, which did good service till the Caledonian Railway Company took it down in 1895, was the old bridge of Partick. It bore his arms, with the wise motto:—

> "He that by labour does any honesty,
> The labour goes, the honour bides with thee.
> He that by treason does any vice also,
> The shame remains, the pleasure soon a' goes."

The summit of Crawford's honours was reached when he was sent to represent Glasgow at the Convention of Estates in 1578. This means that he was perhaps the first Member of Parliament for the city. After all

his adventures the old soldier of fortune died in his bed in 1603, the year in which James VI, Darnley's son, crossed the Border to become King of England.

The Trades and the Traders

With the break-up of the power of the archbishops in Glasgow at the Reformation another authority began to make itself felt. This was the authority of the craft guilds — hammermen, baxters or bakers, cordiners, and the like. Each of these guilds or trades had its deacon, whose ruling had to be obeyed, and the town's records show frequent cases, decided by the bailies at the Tolbooth, or town's court-house, of crafts-men being punished for disobeying their deacons.[1]

The Old Tolbooth at the Cross
From an old engraving

The trade guilds of that time were different from the trade unions of to-day. The trade unions concern themselves chiefly with the interests of the

[1] The Tolbooth with its steeple still stands at the foot of High Street. It served all the purposes of Council Chamber, Courthouse, and Prison.

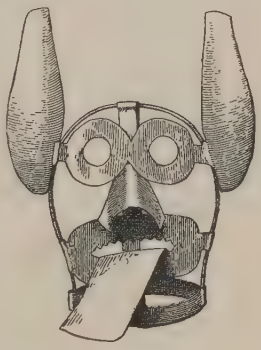
workman; the trade guilds in addition looked after the quality of the work. They also provided for their old members and the widows and children who had fallen into poverty. These various guilds or trades together form the Trades House, which still exists to-day; and the chief, or Deacon-convener of the Trades House, by right of that office, sits as a member of the Town Council.

Then, besides the trades or craftsmen, there were the traders or merchants. In addition to those who bought and sold among the citizens, and who would be known to-day as shopkeepers, there were already at the time of the Reformation some who did business with other parts of the country and abroad. Lesley's history, which was published in 1578, tells us how there was a trade to the east country in fat cattle, herring, salmon, oxhides, wool, butter, and cheese, and to Argyll and the Isles and Ireland in "brogat" (ale made with honey, aniseed, and other spices), as well as in wine and brandy; also how the town had a "very commodious seaport, wherein little ships, ten miles from the sea, rest beside the bridge".

The merchants who carried on this buying and selling formed their own society, which is still known as the Merchants House, and still supports decayed members and the widows and children of those who have belonged to it. Its head, the Dean of Guild, also sits in the Town Council, and presides in the Dean of Guild Court, which keeps watch over the proper building of houses in the city.

Many disputes occurred between the merchants and the craftsmen, till, in 1605, Sir George Elphinstone was asked to arbitrate, and the "Letter of Guildry" which he drew up fixed their separate rights and powers, and settled the constitution of their courts.

Further, no man was allowed to set up business in the city unless he was a duly admitted burgess. To become this he had not only to comply with the Letter of Guildry, and pay certain fees, but had to appear before the Dean of Guild and his council "sufficiently armed" with hagbut, sword, and other weapons, and to undertake his share in the defence of the town when required. He had also to take his turn in the night watching, coming forth with his weapons when summoned, and keeping watch "till the dawyng of the day". In March, 1594, there were eight persons appointed to watch each night—two at the Wynd head, two at the Blackfriars, two at the Cross, and two at the Barras yett, or gate.



Branks

The magistrates exercised great powers. No one was allowed to be upon the streets after the ringing of the ten-o'clock bell at night, under penalty of fine and imprisonment, and for brawling and other offences there were more serious punishments. For calling a bailie evil names, and threatening him with a dagger, a certain Robert McGill was condemned to be put in irons during the bailie's pleasure, to come to the cross barefoot and bare-headed, and upon his knees deliver the dagger by its point to the bailie, and ask his forgiveness; then to pay a fine of £100 and be banished from the city for seven years. Women might be put in the branks,[1]

[1] The Branks were a kind of iron cage enclosing the head, with a gag which entered the mouth and pressed upon the tongue.

and men were sometimes whipped through the town.

In 1604 there were in Glasgow 213 merchant burgesses and 361 burgesses of the trades rank. But already, thirty-six years before that time, the guilds of Glasgow had played a most important part in the overthrow of the old order of things in the country. The event in which they helped to bring this about was the battle of Langside.

On the 3rd of May, in the year 1568, the Regent Moray was in Glasgow when news was brought to him that on the previous night Queen Mary had escaped from Loch Leven Castle. He hastily summoned the Privy Council to meet in the city, and sent out orders to summon all the forces available. It was soon heard that Mary was at Cadzow Castle with her friends the Hamiltons, and it was expected that she would try to make for the strong fortress of Dunbarton, which was being held for her by Lord Fleming of Cumbernauld.

To prevent her reaching that stronghold Moray encamped his little army on the Burgh Muir of Glasgow, where Bridgeton now stands. He expected that the Queen would attempt to cross the Clyde by the fords above that spot, and his force was ready to dispute the passage. We do not know whether many of the Glasgow citizens took part as soldiers on the Regent's side, but they seem to have been active in supplying his men with provisions, and the baxters in particular did him good service in furnishing abundance of bread.

It seems likely that the Earl of Arran and his Hamiltons, who were the chief supporters of the Queen, had made themselves hated in Glasgow by their cruelties at the Battle of the Butts and the

hanging of the Bishop's Castle garrison in 1544, and during the nineteen years afterwards in which Arran had held the bailieship and ruled the town. No doubt the townsmen were afraid of a repetition of these terrors, and so did all they could to help Moray.

At last, on 13th May, the scouts came hurrying in with word that Mary's army did not mean to cross the Clyde at the upper fords, but was already striking across country to get at Dunbarton lower down. Upon this news Moray put his force in motion. For purposes of speed he mounted a hagbutter—the rifleman of that time—behind each of his horsemen, and, hurrying back through Glasgow, they crossed the river by the fords and the high narrow old bridge at the foot of the Stockwell. Then away southward they galloped, through the village of Gorbals, and along the Langside road, to the little rustic village of Langside. There Moray posted his forces right across the road by which the Queen must pass. His right wing was close to the village, about the spot where the monument now stands. His left was at the farm of Path-head, now the gardener's house in the Queen's Park. And along the brae face between were his cannon and cavalry.

Meanwhile the Queen's army had been making its way through Rutherglen and by Blackhouse and Hangingshaw along the Prospecthill Road, and when it reached the Clincart Hill, where the Deaf and Dumb Institution now stands, it found the road in front, beyond the little hollow, barred by the Regent's array. Mary's brother-in-law, the Earl of Argyll, was in command, but he proved a weak, and some have thought a treacherous leader.

First the cannon of the two armies fired a few

shots across the hollow; and the cavalry rode down and skirmished between the armies; then the Hamiltons, who formed the vanguard of Mary's army, advanced to force the passage at the village. They had to ascend a steep narrow lane where Battlefield Road now rises to the south of the Victoria Infirmary, and at the top they were met by the solid phalanx of the Regent's right wing. Their long spears in front were met by the spears of their opponents, while Moray's hagbutters posted in the high-banked hedges on both sides of the lane fired down upon them with dire effect.

Argyll might have saved the day by making a flank attack, but he seems to have been half-hearted, to say the least, and presently pretended to faint. Then, as the Hamiltons fell back from the lane, and the wild Macfarlanes streamed after them, cutting them down, the rest of the queen's army began to melt away, and the day was lost. Mary had watched the battle from the Court Knowe, near Cathcart Castle, a mile distant, and when she saw that all was over, she turned her steed and rode off by Rutherglen and Cambuslang, to throw herself upon the hospitality of Queen Elizabeth in England.

Moray after his victory rode back to Glasgow, attended a thanksgiving service in the Cathedral, and was feasted by the town council. The tradition runs that, aglow with victory and gratitude, he was publicly expressing his thanks to the trades of Glasgow for the zeal they had shown in his cause, and especially to the baxters for supplying bread to his army, when Matthew Fawside, deacon of the craft, suggested that a gift of the Bishop's mill on the Kelvin at Partick would form a welcome token of his gratitude. Whether it came to them in this

way or not, we know that the Baxters' Incorporation at that time got a grant of the mill.

A Race of Provosts

We have already seen how, for a long period of time, the Earls of Lennox were heritable bailies of the regality, and how in this office they exercised the right of appointing the provosts of the city. For the most part the provosts they chose were distant relations of their own, of the name of Stewart. The first of these was Sir Thomas Stewart, third son of Sir Walter Stewart of Dalswinton and Garlies. He was appointed provost in 1472. Soon he bought the estate of Minto in Roxburghshire, and from that time he and his descendants were known as the Stewarts of Minto. From that time, too, for something like a hundred and fifty years, the Stewarts of Minto were almost continuously provosts of Glasgow.

It is true that once at least the Earl of Lennox himself took the provostship; and for this reason it is likely that the burgesses of Glasgow fought under their own provost at Flodden Field, where Lennox commanded on the extreme right of the Scottish army. The Hamiltons, too, under the Earl of Arran, for nineteen years in the reign of Queen Mary, held the power and the provostship. At the Battle of the Butts, where Arran gained this ascendancy, and drove Lennox out, among those hurt on the losing side was Stewart of Minto, the provost. But when the nineteen years were over, in 1564, Lennox again came into power.

Thus it came about that, under Sir John Stewart

of Minto as provost, in 1572, the magistrates of Glasgow handed over to the University the old church of the Blackfriars, with thirteen acres of land, and all the property these friars had owned within the city. It is often asked what became of all the old property that had been owned by the church in Glasgow. This is how some of it was disposed of.

A little later a curious incident occurred, which shows well the spirit of the time. King James VI, who had himself, through his father Darnley, inherited the earldom of Lennox, had conferred the dignity and estates upon his cousin Esme Stuart; and when James in 1581 appointed Robert Montgomerie, the minister of Stirling, to be Archbishop, it was thought Lennox had asked him to do so in order that Montgomerie might hand over some of the lands of the bishopric. Accordingly, when Montgomerie appeared in Glasgow he found himself shut out from his own cathedral.

On the first Sunday the students guarded the Cathedral while their Principal, Thomas Smeton, preached. On the second Sunday John Howieson, the minister of Cambuslang, had taken possession of the pulpit. He was asked to give it up, and would not do so, whereupon the Bishop produced his commission from the King, and demanded that the Provost, Sir Matthew Stewart, should carry out the warrant. Howieson resisted, and in the struggle, it is said, one or two of his teeth were knocked out, and his beard was torn. At this, Howieson, like most men when they are in the wrong, was very angry, and though Sir Matthew Stewart was only carrying out the law, as he was bound to do, he called down the judgment of God upon him, and is said

to have prophesied the utter downfall of his family.

A curse of this kind was thought to have very real power in those days. The people did not forget it, and every little misfortune that happened to the Stewarts of Minto during the next hundred years was looked on as part of its fulfilment. At last when Sir Matthew's great-grandson, Sir John Stewart, in 1697, sailed from the Clyde as one of the ordinary emigrants in the Darien Expedition, it was taken to be the accomplishment of the vengeance of Heaven for the deed committed in the Cathedral pulpit a hundred and sixteen years before.

As a matter of fact, however, though people might indulge in such fancies, during that hundred years Sir Matthew Stewart and his descendants flourished more than the family had ever done. Sir Matthew bought and rebuilt one of the handsomest houses in the Drygate, and his grandson bought Farme Castle, once a possession of the royal Stewarts, near Rutherglen, and did much good to the people of that place.

At the same time still greater honours and prosperity had come to the Minto family. In 1587, when King James reached the age of twenty-one, an Act of Parliament was passed which transferred to the Crown all the lands and property that had belonged to the bishops. It became necessary then to appoint persons in the different districts to collect the rents of these lands, and hand them over to the Government. In many cases, to save the trouble of keeping accounts, it was found best to hand the estates over to someone, as his own private property, for a fixed yearly payment. This is what was done at Glasgow, and the person to whom the estates of the Archbishop were conveyed was Walter Stewart, a half-brother of Sir Matthew Stewart of Minto.

This Walter Stewart was already a distinguished man. In his boyhood he had been one of the King's playmates, learning Latin with him under the great scholar, George Buchanan; in 1580 he had been appointed to take charge of the revenues of Blantyre Priory, near Cambuslang; and in 1582 he had been promoted to the office of Lord Privy Seal. When the estates of the former Archbishops of Glasgow were transferred to him, he agreed to pay for them a settled sum of £500 Scots a year. This was, of course, an immensely larger sum in those days than it seems now. Any loss or profit he might make out of the estates, after paying this sum and the expenses of management, was his own affair; but there can be no doubt he would take care, as was only right, that the balance was on the profit side.

Walter Stewart at once converted all the rents of the Archbishop's tenants into feu-duties, so that each man became the owner of his ground instead of only a tenant. He himself afterwards became one of the Lords of Session; he was made Lord High Treasurer of Scotland in 1596, and in 1606 he was raised to the peerage as Baron Blantyre. Thus was founded a great family whose representative till the twentieth century possessed the lands of Erskine, a few miles below Glasgow, on the Clyde.

The first Lord Blantyre's third son, Walter, was a physician at the court of Charles II, and had a daughter, Frances Teresa, who was one of the most famous beauties of her time. The King himself is said to have admired this lady so much that he even thought of divorcing his queen in order to marry her. He was greatly indignant, therefore, when he found she had secretly married his cousin, the Duke of Richmond and Lennox. He consoled himself,

however, by having her beautiful figure taken for the model of Britannia, and stamped on the back of all the copper coins of the realm. Thus it comes about that the old Provosts of Glasgow, the Stewarts of Minto, have not only a brass monument in Glasgow Cathedral, but a still more interesting memorial wherever British money changes hands.

Cromwell in Glasgow

We have seen how many of the Scottish monarchs, from Robert the Bruce to Queen Mary, as well as Edward I of England, paid visits to Glasgow at important points in their careers. Some of the visits of their descendants were hardly less interesting. The facts we know about their coming throw a curious light on the life of the citizens and what was expected of them in their time.

In August, 1600, for example, King James VI paid a ceremonious visit to the city. At the moment he was immensely popular, for he had just escaped the Gowrie Conspiracy, and he received an enthusiastic welcome from the people of Glasgow. The magistrates gave orders that householders should remove the middens and filth, along with the peat-stacks, from the streets in front of their houses; no swine were to be allowed to run loose, and no rotted lint, which had a disagreeable smell, was to be left hanging in the roadway.[1]

[1] The growing of flax or lint for the purpose of linen-making was at that time carried on everywhere in Scotland. The flax sheaves had to be steeped in ponds to rot off part of the plant, and when taken out, had, of course, a highly objectionable odour.

The drum was sent through the town with this order on the 23rd, and at the same time the burgesses, who had been appointed to meet the King on foot and on horseback, were warned of the penalty if they should not appear. Three days later all the burgesses were ordered to hold themselves in readiness, "sufficiently provided with armour, hagbuts, jacks, spears, and steel bonnets," and in their best array. John Buchan, teacher of music, was directed to be upon the cross, with all his singers, and bonfires were got ready for the night. Then when King James actually arrived, on 31st August, the magistrates received him with speeches, and seven of his household were made burgesses of the city.

The King came to Glasgow again, fourteen years later, during his visit to Scotland, and was received with speeches in English and Latin and verses in Greek, and presented with a gold cup in the shape of a salmon—a fish for which the river at Glasgow was then famous. On this occasion he held a Privy Council in the city, and stayed at the Earl of Eglinton's house in Drygate.

Much less agreeable to the citizens must have been the visits paid to Glasgow some thirty years later by two famous Scottish generals. It was during the great Civil War between Charles I and his people. The fortunes of the King had fallen to a low ebb, when the young Marquis of Montrose took up the Royal cause, and flashed like a brilliant meteor over Scotland. In rapid succession he won the battles of Tippermuir, Bridge of Dee, Inverlochy, Auldearn, and Alford; and then, by a crowning victory at Kilsyth, made himself for the moment master of the country.

This was almost at the gates of Glasgow, which had

figured conspicuously on the side against the King, and the citizens feared that Montrose might come upon them with his Highland Host, and commit great havoc and slaughter, as he had done already at Aberdeen. In the hope of preventing such a disaster the provost and magistrates sent a message to the Marquis, inviting him to honour the city with a visit, and partake of its hospitality.

The King's general accepted the invitation, and marched with his army to Glasgow. He was received with much ceremony and show of respect, and with his officers was entertained at a banquet by the magistrates. In the speeches which followed these magistrates had some difficulty in explaining away the part the city had taken against the King. The excuses were accepted with a smile, but, before he left, Montrose squeezed from the city money and supplies to the amount, it is said, of £50,000 Scots.

A plague was then raging in Glasgow, so Montrose remained only two days, removing with his army to a fortified camp at Bothwell.

Within another month the Great Marquis was himself defeated utterly at Philiphaugh, and very shortly afterwards the Parliamentary General, Sir David Leslie, who had been victor on that occasion, also paid Glasgow a visit. He behaved with much civility, but at the same time demanded and got from the magistrates the sum of £20,000, to balance, as he sarcastically remarked, the amount which the city had spent upon Montrose.

But more interesting than any of these visits was the appearance of Oliver Cromwell in Glasgow.

In September, 1650, the great English general had defeated the Scottish Presbyterian army under General Leslie at Dunbar. Soon afterwards he occupied Edin-

burgh, and then he made his way peaceably, with his whole army and cannon, by way of Kilsyth to the west country. He had been warned not to enter Glasgow by the Stablegreen port, as the vaults of the Bishop's Castle by the roadside there had been filled with gunpowder, which it was intended to explode as he rode past. Accordingly he came in by the Cowcaddens and the Cowloan, now Queen Street, and took up his quarters in the Saltmarket, which was then an aristocratic neighbourhood.

The town of Glasgow he found, though not so big nor so rich as Edinburgh, yet a much sweeter and more delightful place. But there was no one to receive him. All the chief inhabitants, magistrates, and ministers had fled, many of them taking refuge in the castle on the Little Cumbrae, where he routed them out later.

Only Patrick Gillespie, minister of the Outer High Kirk (the congregation worshipping in the nave of the Cathedral), and Zachary Boyd, minister of the Barony (the congregation which worshipped in the Cathedral crypt), had remained. Cromwell sent for Gillespie, and entertained him well, and before he left treated him to a long prayer, which made him declare next day that the English general was one of the elect.

Then on the Sunday, Cromwell went to service in the Barony Kirk. Zachary Boyd was evidently ready for him, and, preaching from the eighth chapter of Daniel, compared the Protector to the rough he-goat there mentioned. So abusive did the preacher become that Cromwell's secretary, Thurlow, is said to have whispered over his master's shoulder, "Shall I pistol the fellow now?" But the Protector only answered, "Tush! thou art a greater fool than himself. We shall manage him in another way."

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Photo. Annan

THE OLD COLLEGE: ARCHWAY IN INNER COURT,
WITH ZACHARY BOYD'S BUST

After the service, accordingly, he invited Zachary to sup with him, and the stout old Presbyterian accepted the invitation. The supper was scanty and plain, but the conversation was most devout, and Cromwell wound up the evening's proceedings with family worship. The general himself conducted the service, and concluded with a prayer of three hours' duration, which did not end till three o'clock in the morning. As a result Boyd, it is said, came away with a changed opinion of the Protector, and ceased to denounce him so roundly as a "sectary and blasphemer".

On that occasion Cromwell not only took care that his soldiers did absolutely no hurt in the city, but, on visiting the University, and being informed that King Charles I had promised, for the library and building, £200 which he had never been able to pay, he not only caused the money to be handed over, but himself added a grant of other £500 for the same purpose.

The Glasgow Martyrs

It seems unspeakably strange to us to-day that men of religion, in times gone by, should have thought it necessary to burn and destroy all who differed from them in matters of opinion. It was not one side only that did this, but each side in turn; and we can only conclude that these cruel executions were signs merely of the rudeness and intolerance of the age in which they occurred. Glasgow in its own history has sad examples of them all.

The first of these martyrdoms that we know of were the burnings of Jeremy Russel and John Kennedy, in

1539. Russel was one of the Franciscan brotherhood, or Grey Friars, whose monastery stood a little to the west of High Street in Glasgow; while Kennedy was a youth of eighteen, belonging to Ayr. The young man was a poet, and it is thought he may have been the composer of some of the satires against the clergy, which were then exciting public feeling.

Some heretics had already been burned at St. Andrews and Edinburgh, and it had been determined to make an example in the West Country also. Gavin Dunbar, the Archbishop of Glasgow, was thought to be of too gentle a disposition to condemn the heretics to death, so three more severe judges were sent to act with him.

When Kennedy appeared before this stern tribunal he is said to have shown signs of giving way, and it seemed likely that he would recant. But Russel, a much older man, exhorted him to be firm, and, falling on his knees in the court, which was probably the Chapter-house of the Cathedral, Kennedy thanked God for saving him from destruction, and in an ecstasy declared he now desired death and was ready to endure to the end.

Russel, on the other hand, argued long and earnestly with his judges, and ended with the words:—"Now is your hour and the power of darkness; ye now sit in judgment, while we stand before you falsely accused and most wrongfully condemned. But the day is coming when we shall have our innocence declared, and ye shall discover your blindness. Meanwhile proceed, and fill up the measure of your iniquities."

These words are said to have greatly moved the good Archbishop. He desired to spare the lives of the men, and urged that to condemn them would do

the Church more harm than could be well thought of. But the other judges forced him to give way, and the men were led out for execution. They were burned at the east end of the Cathedral. "When they were brought to the place of suffering," says the teller of the tale, "they used not many words, but commended their souls to God. After they were tied to the stake they endured the fire constantly, without expressing any token of fear or amazement."

Twenty-one years later, in 1560, the Reformation took place, and, the Catholic clergy having been driven out, a succession of Protestant Archbishops ruled in their stead. It was during the rule of one of these, Archbishop Spottiswood, in 1614, that the next martyrdom was suffered at Glasgow. The Archbishop was an able historian, and has himself left an account of the occurrence in his *History of Scotland.*

In the month of June, it appears, one John Ogilvie arrived in Glasgow from abroad. It became known that he was a Jesuit, and on his being apprehended in December, there were found in his possession certain books and relics, including a tuft of St. Ignatius's hair. He was questioned as to the purpose of his visit, and replied that his errand was to save souls. Forthwith commissioners were sent to try him, and to make him confess, he was tortured by being kept for several nights without sleep. This had little effect; but afterwards the Archbishop, the Principal of the College, the provost, and one of the ministers got certain questions answered by Ogilvie in writing, and upon these he was tried by the magistrates and commissioners. The charge against him was that he had declared the Pope supreme, and had denied the King's authority. No open act was

brought against him, but a jury found him guilty of treason; "whereupon", writes the Archbishop, "doom was pronounced, and on the same day, in the afternoon, Ogilvie was hanged in the public street of Glasgow".

The next turn of the wheel came when the great General Assembly, held in Glasgow Cathedral in 1638, passed its decree abolishing archbishops, bishops, and the Episcopal Church altogether in Scotland, and establishing the Presbyterian Church. In the same year the National Covenant was drawn up and signed, and five years afterwards the Solemn League and Covenant. These bound the people to resist the attempts of King Charles I to set up bishops and force the use of the service book. The people who signed these deeds were called Covenanters, and for a time they had the supreme power in the governing of Scotland.

It was their power which the Marquis of Montrose, by his brilliant series of victories in the cause of King Charles, threatened to overthrow, and when he was himself defeated by General Leslie at Philiphaugh the Covenanters took an ample revenge. Most of the Royalists who were taken prisoners at Philiphaugh itself were slaughtered a few days afterwards in the courtyard of Newark Castle. There were horrible butcheries elsewhere throughout the country, and Montrose himself, when they caught him at last, was hanged at Edinburgh.

Glasgow had its share in these deeds. Three of the chief prisoners from Philiphaugh—Sir William Rollock, Sir Philip Nisbet, and Alexander Ogilvie of Inverquharity — were brought to the city, and were hanged there on the 28th and 29th of October.

These deeds of the Covenanters were, of course,

quite contrary to the rule of war, which does not allow a victorious general to butcher his prisoners; and perhaps when the wheel of fortune turned again, and the Royalists came into power, the memory of their sufferings may not have helped them to

Glasgow Cathedral, the meeting place of the famous Assembly of 1638

After the engraving in Slezer's "Theatrum Scotiae", 1693

deal any more gently with persons who had proved themselves such bitter and cruel masters.

The tables were turned when Charles II was restored to his father's throne in 1660. The new King set up Episcopacy again in Scotland; again there was an Archbishop in Glasgow; and gradually stricter and stricter laws were made to compel people to attend the services of the curates. A meeting of the Privy Council was held in Glasgow College, and

passed an Act which drove four hundred Presbyterian ministers from their churches. Then the work of persecution began. The "Highland Host" was quartered in the city, and a number of the best-known citizens, like Sir John Maxwell of Pollok, and Sir William Fleming of Farme, were heavily fined for allowing conventicles to be held in their houses. Then, when the Covenanters, growing desperate, took arms to resist, numbers of them were shot down and executed.

Two martyrs' monuments remain in Glasgow to tell the tale. One of these, in the wall of the Cathedral, gives the names of nine men "who all suffered at the Cross of Glasgow for their testimony to the Covenants", between the years 1666 and 1688, with the lines:—

> "These nine, with others in this yard,
> Whose heads and bodies were not spared,
> Their testimonies, foes, to bury
> Caus'd beat the drums then in great fury.
> They 'll know at Resurrection Day
> To murder saints was no sweet play."

The other monument is the Martyrs' Fountain, in the wall of Castle Street, at the foot of Garngad Hill. It bears the inscription:—

"Behind this stone lies James Nisbet, who suffered martyrdom at this place, June 5th, 1684; also James Lawson and Alexander Wood, who suffered martyrdom, October 24th, 1684, for their adherence to the Word of God and Scotland's covenanted work of Reformation."

Claverhouse in Glasgow

The troubles between the Episcopal Government and the Presbyterian Covenanters came to a head in the summer of 1679. The chief events of the struggle took place in the West Country, and among these events the city of Glasgow had its share.

By fines and imprisonments, and the plunderings of the Highland Host quartered upon them, the gentlemen of the countryside were all but ruined, and were driven to desperation; while the common folk who would not give up the Covenant, promise to obey the cruel Government, and attend the church services of the curates, were tortured and shot and hanged.

One of the chief men of the Government in Scotland, and among the sternest of the persecutors, was Archbishop Sharpe of St. Andrews, and the Covenanters had the bitterest fear and hatred of him. It was against him that the first outburst of violence occurred. A thrill went through the whole West Country when the news came that, on the 3rd of May, the Archbishop had been murdered as he crossed the Magus Moor, near St. Andrews, in his coach. The murder itself was carried out by some desperate men—Hackston of Rathillet, Balfour or "Burley" of Kinloch, and others — who owed the Archbishop a private grudge; but it was done in the name of the Covenant, and it set the country in arms.

The Government at once doubled its efforts to put down meetings of Covenanters—conventicles as they were called—by force of arms, and made great exertions to seize the murderers. Hackston, Balfour,

and others, however, managed to make their way, through great dangers, to the West Country. There they held a meeting with certain conventicle preachers, and determined to attempt a rebellion. On the 29th of May, which had been appointed a holiday as the anniversary of the Restoration of Charles II, they suddenly appeared in Rutherglen at the head of eighty horsemen. They quenched the bonfires, and after psalm-singing and prayer at the Market Cross, read a proclamation against the acts of the Government, and left a copy of it fixed to the Cross.

News of what had been done travelled quickly to Glasgow. There in garrison lay a body of dragoons under Captain John Graham of Claverhouse. On that day Claverhouse happened to be absent at Falkirk; but word was sent him, and he hastened back, and on the 1st of June rode out with as strong a troop as he could bring together, to arrest and punish the men who had so openly insulted the Government.

In Hamilton he came upon a preacher and seventeen persons holding a conventicle, and he took them prisoners; then, hearing of a greater conventicle to be held next day at Drumclog, he pushed on to Strathaven, and lay that night at Slateland Inn.

Next morning he surprised the Covenanters' meeting at the foot of Loudoun Hill, but he found them armed and in greater force than he had expected. Hackston, Balfour, and other desperate men were there, and they had drawn up their array skilfully behind a piece of boggy ground and a wide ditch. Accordingly, when Claverhouse ordered his dragoons to charge, they at once found themselves in difficulties. As they stumbled through the bog, and hesitated at the ditch, the Covenanters poured a sudden fire into

them, which emptied a score of saddles. And while they were in confusion, with men falling and horses plunging, Balfour led his followers round the ditch, and, charging in flank, utterly routed the Government force. Claverhouse himself only escaped with difficulty, his horse having been laid open with the blow of a scythe.

Encouraged by their success, the Covenanters determined to attempt greater things, and next day they attacked Glasgow. Meanwhile, however, Lord Ross and Claverhouse had had time to prepare a defence, and had formed a barricade about the Market Cross and the Tolbooth at the foot of High Street. The insurgents came in over the Gallowmuir, and attacked skilfully enough in three columns—by the College on the north, the Gallowgate on the east, and the Wynds on the south. But the three parties did not make their attack at the same moment, and so Claverhouse, after firing from his barricade, had time to leap the obstruction and drive the Gallowgate column out of the town before the other force could march down High Street from the College. This body, when they came within pistol-shot, he treated in the same way, and thus was able to hold his position, and slay many of his assailants, without himself losing a single man.

But though the Covenanters were beaten off, their numbers kept increasing, and Ross and Claverhouse thought it prudent to withdraw from Glasgow. They went off eastward, and the city and all the West of Scotland were left in the power of the insurgents.

The Covenanting forces now increased to five or six thousand men, and had they been well guided they might have made terms with the Government, and brought the persecutions to an end. But they

had no strong leader, and they spent the time in debates and in quarrelling among themselves.

Meanwhile the Government called out the militia, summoned the Crown vassals to arms, and ordered the Highland chiefs to attend with their clansmen.

Thus the Covenanting host were still wrangling over points of doctrine and policy, in the neighbourhood of Hamilton, when they heard that the Duke of Monmouth, Charles II's favourite son, was advancing upon them at the head of a strong army. On the 22nd of June they were in the insane act of dismissing their officers, and appointing others whose religious opinions pleased them better, when the Royal army appeared on the opposite side of the Clyde at Bothwell Bridge.

Hackston, Balfour, and some three hundred determined men barricaded the bridge, and held it till they were dislodged at the point of the bayonet; but they were unsupported, and when the Royal troops poured across, and the cannon began to play, while the dragoons and Highlanders prepared to charge, the whole Covenanting multitude broke and fled. The chase was kept up for many miles, and four hundred of the rebels were slain, and over twelve hundred taken prisoners.

The havoc would have been much greater had not Anne, the Good Duchess of Hamilton, sent a message to Monmouth, begging him not to allow his soldiers to disturb the game in her woods. In this way many hundreds escaped. Of those captured some were executed, many were shipped as slaves to the plantations in America, and the rest, after being herded for many weeks in Greyfriars Kirkyard at Edinburgh, were set free upon a promise not to take arms again against the Government.

Thus a rebellion in which Glasgow played a conspicuous part was brought to an end. Though some of the citizens took part with the Covenanters, the Town Council supported the Royal troops, provisioning them both at Glasgow and at Bothwell, and furnishing intelligence, money, and baggage horses. Monmouth and his officers were entertained by the city after the battle, as also was the King's brother, the Duke of York, when he visited Glasgow two years later, and lodged in the house of Provost Bell in the Bridgegate.

Glasgow gave the Duke of York and several of his attendants the freedom of the city in gold and silver boxes; but both as head of the Government of Scotland then, and afterwards as King James VII and II, this prince was a chief cause of many of the worst cruelties and persecutions of that dreadful time.

The Beginnings of Trade

In its earlier centuries Glasgow was a city rather of learning than of trade. The Cathedral, with its large number of clergy under the Bishop, was the chief source of wealth, and the citizens lived mostly by supplying the needs of the priests and noblemen who had houses about the Townhead. There were also the monasteries of the Blackfriars and the Greyfriars, and afterwards the College, spending money in the town.

It is true that the early bishops did what they could to encourage trade in their burgh. Bishop Jocelin, as we have seen, got from William the Lion the right to hold a market on Thursdays and

a yearly fair for a week in July; and Bishop Walter got from Alexander II charters forbidding the bailies of Rutherglen to take toll in Glasgow further west than the cross of Shettleston, and giving the citizens the right of free trade in all the regions of Lennox and Argyll without hindrance from the bailies of Dunbarton. But though Glasgow thus became early a great mart for exchange with the Highlands, its trade overseas was an enterprise of later growth.

The founder of Glasgow's foreign trade is said to have been William Elphinstone, a member of the noble family of that name. He settled in the city as a merchant in the reign of James I of Scotland, about the year 1420. He set up the business of curing salmon and herring, and sent these dainties of the Clyde to France, where they were exchanged for brandy and salt, which in turn could be easily turned into money at home.

Elphinstone seems to have prospered and become the founder of a famous Glasgow family. A John Elphinstone became a bailie of the city in 1512. It was probably the same John Elphinstone who was tenant of the lands of Gorbals in 1520, and whose descendant, George Elphinstone, got the rent converted into a feu-duty in 1579. And this George Elphinstone's son was knighted in 1594, became provost of Glasgow in the year 1600, and had his lands of Gorbals, Blythswood, and Woodside erected into a free barony under the Crown. In this way the Elphinstones set an example that has constantly been followed in later times, of a merchant family first making a fortune by trade in Glasgow, and then purchasing an estate outside and setting up as country lairds.

The next promoter of Glasgow's foreign trade was

Archibald Lyon, a son of Lord Glamis. He came to the city with Archbishop Dunbar in 1524, and it is recorded that he "undertook great adventures and voyages in trading to Poland, France, and Holland". He also acquired lands in and about the city, and built for himself a "great lodging, or mansion, on the south side of Gallowgate".

In 1650 Franck says the commerce of the Glasgow merchants was extensive. "They dwell in the face of France with a free trade. The staple of the country consists of linens, friezes, furs, tartans, pelts, hides, tallow, skins, and various other small manufactures and commodities."

The commissioner appointed to report to Cromwell's Government put it on record in 1656 that, except those connected with the College, all the people of Glasgow were traders—"some to Ireland with small smiddy coals, in open boats from four to ten tons, from whence they bring hoops, rungs, barrel staves, meal, oats, and butter; some to France, with plaiding, coals, and herrings, from which the return is salt, pepper, raisins, and prunes; some to Norway for timber". Some, he said, had even ventured as far as Barbados, but they had suffered loss by being obliged to make the homeward voyage late in the year, and so had given up the enterprise.

At that time the merchants of Glasgow owned twelve vessels, three being of 150 tons, one of 140, two of 100, one of 50, three of 30, one of 15, and one of 12. The total tonnage belonging to the city, therefore, was 957 tons, and none of it came up to Glasgow itself because of the shallowness of the river.

During the war made by Charles II against the Dutch, in 1665, the merchants of Glasgow even fitted out privateering vessels, and captured prizes on the

high seas. One of these vessels, the *George*, was a "frigate" of 60 tons. She had sixty of a crew, and carried 5 cannon, 32 muskets, 12 half-pikes, 19 pole-axes, 30 swords, and 3 barrels of gunpowder. She was provisioned for six months, and carried a letter of marque, or licence as a ship of war, from the Duke of Richmond and Lennox, hereditary Lord High Admiral of Scotland. Nothing is known of her exploits, but in November of the following year another Glasgow privateer is reported in the *London Gazette* to have brought in "a Dutch caper of 8 guns, with a prize ship, laden with salt". So the bold sailors of the Glasgow ships had proved their mettle in actual fight.

Another enterprise of that time was the whale-fishing company started in 1674. It had five ships on the sea, and a factory in the Royal Close, Greenock, for boiling blubber and curing fish, as well as a work where the whale oil was made into soap, at the head of Candleriggs in Glasgow. "Any one who wants good black or speckled soap", its advertisement ran, "may be served by Robert Luke, manager of the soaperie at Glasgow, on reasonable terms." The company had nine partners, including Sir George Maxwell of Pollok, and a capital of £13,500 sterling.

Then there were the Andersons of Dowhill, in the Gallowgate, who, in their good ship *Providence*, began the importing to Glasgow of sherry sack, a delicacy which, before their day, had only been obtained through merchants in Leith.

But most interesting of all, at the end of the seventeenth century, was the enterprise of Walter Gibson, son of John Gibson, the laird of Overtoun. He has been called "the father of trade of all the west coasts", and he was much thought of in his day,

for he was made Provost of Glasgow in 1688. At that time great shoals of herring came far up the Firth of Clyde, and Gibson started a factory in Gourock where the first red herrings in the country were cured. It has been supposed that his beginning of the business gave these dainties their local nickname of "Glasgow Magistrates".

Among other adventures, in one year Gibson cured 300 lasts of herring, at £6 sterling per last. Each last contained 12 barrels. He chartered a Dutch ship, the *St. Agatha*, of 450 tons, and sent his great season's curing to St. Martin's in France. There for each barrel of herring he got a barrel of brandy and a crown, and he made up the cargo with salt, which was then valuable in Scotland. On his return the brandy and salt brought him a prodigious sum of money, and with this he bought the *St. Agatha* and two other large ships, and began a trade to France, Spain, Norway, Sweden, and Virginia. He was the first who brought iron in ships to Glasgow; before that time the shopkeepers had got their supplies of the metal from East Coast ports.

Alas! all Walter Gibson's cargoes were not so innocent as those shiploads of herring and iron and salt. It was the time of the Covenanters and of the persecution in Scotland. After the battle of Bothwell Bridge, we have seen, many of the unfortunate prisoners were sold for slaves in the American plantations. In this dreadful trade Gibson is said to have taken part, and to have sent out numbers of the poor victims in his ships that sailed from the Clyde.

Shortly afterwards the merchant enterprise of Glasgow, and of all Scotland, suffered a staggering blow. William Paterson, the Scotsman who had

founded the Bank of England, conceived the splendid scheme of founding a Scottish colony on the Isthmus of Darien, where he believed a great trade with the Pacific coast might be carried on. His golden vision fired the imagination of the country, and a sum of £400,000—half the wealth of Scotland—was subscribed for the enterprise. The merchants of Glasgow took a large share of the venture, and part of the

Scottish Gold Coin of William III

With Arms of the Darien Company under the King's bust

expedition was fitted out on the Clyde, at Cartsdyke, now part of Greenock.

Then the people waited, looking for the wonderful treasure ships that were to bring them fortunes from the golden West. But the argosies never came, and after many weary months it began to be whispered that the Darien Expedition had failed. The merchants of England, jealous of the Scots, had induced King William to give orders that the Scottish expedition should not be allowed to trade with English colonies or English ships. The Spaniards, too, who looked on that region of the world as their own, got a hint that the King would not defend the Scottish colony, and they made an attack upon it. Half of all the capital in Scotland was lost, and very few of the Darien colonists were ever seen again. Thus the 17th century closed amid gloom and ruin in Glasgow.

Glasgow and the Union of 1707

Down to the time of the Darien Expedition the trade of Scotland was nearly all done with the Continent of Europe, and for that trade the ports on the eastern side of the country were of course more conveniently placed than Glasgow. Leith, Dundee, Montrose, and the little ports on the coast of Fife, were all much nearer Norway, Holland, and the Baltic than Glasgow was, and Culross had a great fleet of vessels carrying coals to the Continent in the days of James VI, when Glasgow was only doing a small foreign trade in cured salmon from the Clyde and herring from the Firth. It was because of the thriving business carried on by the East Country merchants that one of the Stewart kings called Fife "a rough Scottish blanket fringed with gold".

It is true that in 1621 King James VI had made a grant of the whole of Canada to Sir William Alexander, the poet-Earl of Stirling, and numbers of Scotsmen had been induced to subscribe towards forming the colony of New Scotland, or Nova Scotia, by the advantage of being created baronets of that country. But very little real settling seems to have been done; the great sugar and tobacco colonies of America belonged to England; and we have seen how jealous the English merchants were of allowing the Scots to share the trade of those regions. A great change, however, was soon to take place.

Queen Anne was childless, and her brother, the exiled Prince of Wales, afterwards known as the Old Pretender, was next heir to the throne. But he was a Catholic, and it was feared, if he became king, he might bring back again all the troubles of

the Covenanting times. So the English parliament passed an Act of Succession, settling the crown of England on the Protestant Princess Sophia of Hanover, granddaughter of King James I. But the Scottish parliament, indignant over England's treatment of the Darien Expedition and other matters, passed, instead, an Act of Security, refusing to settle the crown of Scotland on anyone, until Scotland should be guaranteed equal rights with England as regarded freedom of shipping and trade.

At the same time Scotland began the training of every able-bodied man to arms, and it looked as if, should Queen Anne die, there might be immediate war between the two countries. One thing that happened showed how highly Scottish feeling was strung. A Scottish ship, the *Annandale*, on a voyage to India, was seized and detained in the Thames, on an accusation made by the English East India Company. By way of reply the Scots seized a large English ship, the *Worcester*, trading to India, which was driven into the Forth. This vessel seemed too well armed for a mere peaceful trader; her crew looked like pirates; and one of them, while tipsy, hinted at dark doings on the high seas. They were brought to trial, and, on the evidence of a black slave, and others, that off the Malabar coast they had murdered the crew of a ship, suspected to be the missing *Rising Sun* of the Darien Expedition, they were found guilty, and the captain, mate, and gunner were dragged to Leith, and hanged amid the shouts and curses of the furious people.

Wise men in both countries saw that the only hope of preventing war between the two nations was to bring about a union of the two parliaments. There were many difficulties in the way. The

English wished to be free from the likelihood of a Scottish invasion, and the Scots wished a share of the English trade. But the English did not wish to give the Scots as much power in the united parliament as they were entitled to, and the Scots did not wish to give up their advantages as a separate nation, and the sole right to make their own laws. There were also the Jacobites in Scotland who wished to set the son of James VII and II on the throne, and the "Country Party" who did not wish to give up the old national independence of the kingdom.

At this crisis, in order to know exactly how things were going in Scotland, Harley, the English Secretary of State, sent to Scotland one of the most famous writers of that age. Daniel Defoe came north in 1706, and the book which he wrote afterwards gives us the most interesting account of the Union, and also of the city of Glasgow at that anxious and stirring time.

Strangely enough, this city, which was to profit more than any other from the trading benefits of the Union, was one of the most dangerous centres of uproar against it. Both the Covenanters and the Jacobites or Cavaliers of the West Country were furious against the Union, and they had their meeting-place at Glasgow. The burgesses of the city also saw that much of their trade with the Continent would be lost, and that much of the wealth of Scotland would be drawn away to London when the parliament and people of consequence had their headquarters there.

The people of Glasgow, therefore, got up a great petition against the project. The magistrates, at the request of the Lord Advocate, put difficulties

in its way, and tried to prevent the petition being sent in the name of the city. This enraged the populace, and, on a fast-day which happened just then, a popular preacher seized the opportunity to rouse them still further. He told them that "prayers would not do, petitions would not do, but that they must be up and be valiant for the city of their God".

This was taken by the mob as a direct call to battle, and a great tumult arose forthwith. The rabble broke into shops and seized arms. They routed the city guards, they plundered the houses of the citizens, and for some days they had the whole town and the lives of everyone in it at their mercy. Defoe describes the narrow escape made by the provost. "In this rage", he says, "they went directly to the provost's house, got into it, took away all his arms, which were about twenty-five muskets, &c. From thence they went to the Laird of Blackhouse's dwelling, broke his windows and showed their teeth. The provost would have made to his own house, but the multitude increasing, and growing furious, he took sanctuary in a house, and running up a staircase, lost the rabble for some time, they pursuing him into a wrong house. However, they searched every apartment to the top of the stair, and came into the very room where he was; but the same hand that smote the men of Sodom with blindness when they would have rabbled the angels . . . so blinded them that they could not find him. He was hid in a bed which folded up against the wall, and which they never thought of taking down."

It was the opinion of many, Defoe adds, that if they had found the provost they would have murdered him, and that, having once tasted blood, their fury

would have gone to other fearful extremes. This was the more astonishing since the provost was an honest, kindly gentleman, noted for his charity to the poor, exceedingly beloved by the common people, and the last man in the town whom they would have insulted at an ordinary time. But the occurrence serves to show how furious the Glasgow populace was against the Union.

The rioters marched from Glasgow, headed by a mechanic named Finlay. On their way they sent out parties calling other towns to arms, and declared their intention of breaking up the Parliament at Edinburgh, and preventing the passing of the Act. But no other towns joined them; a party of dragoons from Edinburgh seized Finlay and another of their leaders, and the mob dispersed and went home.

All this seems the more strange to us to-day, when we see the prosperity which the detested Union after all brought to Glasgow. At the time of the Union, in 1707, Scotland owned only 215 ships altogether, and of these Leith owned 35, while Glasgow had only 13, and the other Clyde ports, such as Greenock, Gourock, and Ayr, only 8. But within other five years the number of ships owned in Scotland had increased to 1123, and while the number belonging to Leith had only increased from 35 to 45, the number belonging to Glasgow had grown from 13 to 46, and that of the Clyde ports from 8 to 149. The fact was that the great estuary of the Clyde, with Glasgow at its head, was the most convenient outlet in Britain for the trade with America, and almost from the day when the Act of Union was signed the Glasgow merchants seem to have seized the opportunities thus thrown open to them, and begun the great trade in sugar and

tobacco on which the fortunes of the city were to be founded and developed afresh.

At the time of the Union and afterwards Defoe paid more than one visit to Glasgow, and his description affords an interesting account of the city at that period. "Glasgow", he says, "is the emporium of the West of Scotland, being, for its commerce and riches, the second in the northern part of Great Britain. It is a large, stately, and well-built city, standing on a plain in a manner four-square; and the four principal streets are the fairest for breadth and the finest built that I have ever seen in one city together. The houses are all of stone, and generally uniform in height as well as in front. The lower storeys, for the most part, stand on vast square Doric columns, with arches, which open into the shops, adding to the strength as well as beauty of the building. In a word, 'tis one of the cleanliest, most beautiful, and best-built cities in Great Britain."

Trongate

By the time of the Union the centre of the life of Glasgow had moved from the head of High Street to its foot. The business part of the city lay in the lower part of High Street and in Saltmarket. In 1652 and again in 1677 there had been terrible fires, which burned out a large part of the town. Before these fires the houses were built of wood, and the streets were very narrow, but afterwards the streets were widened, and a rule was made that all houses in future must be built of stone. A good many continued to be built of wood, nevertheless.

In these houses the merchants, often men of wealth, lived in very homely fashion. The shops or business offices were one or two small, low-roofed, and dimly lit rooms on the street level, and the merchants themselves resided on the floors above. Sometimes a

Cottages in High Street, Glasgow
After a water-colour by Andrew Donalson, 1817

merchant could be seen taking the air and enjoying a chat over the half-door of his shop, and during the dinner hour—from one to two or three o'clock—the shop was shut up altogether, and no business could be done. The shopkeepers were very independent, and by no means over civil to their customers. There is a story of a girl going into the shop of one James Lockhart in Saltmarket, to buy a pair of garters.

Lockhart showed her a pair at fourpence, and the girl, thinking to get them cheaper, said: "I'll no' gie ye a farthing mair than thrippence for them." "Aweel then," answered the merchant, "ye'll no' git them." A little later, however, the girl came back, saying, "I'll gie ye fourpence for them noo." But Lockhart only answered, "Gang awa', lassie, gang awa', an' no' tell lees."

Even people of rank and wealth were quite content to live in a flat in a "land", or tenement. Thus in 1712, along with seven other tenants, three ladies of title—one of them Lady Glencairn—occupied houses in Spreull's Land in Trongate, and the highest rent paid by any of them was £10, 3*s*. 4*d*. sterling.

By that time houses had begun to spread away along the Trongate westward, and some of them were notable buildings. From the Tolbooth and houses on the west side of High Street to the Cow Loan, which is now Queen Street, lay a piece of land called the Long Croft. This was divided into rigs, or ridges, running northwards from Trongate, and belonging to different owners. On one of these, where the Tontine Buildings now stand, rose the "large heich tenement, bak and foire," in which George Hutcheson of Lambhill, the first founder of Hutcheson's Hospital, lived and carried on his business as merchant and banker till his death in 1639.

Another of the rigs was bought by the town in 1637. At the Trongate end a flesh market was built, and at the north end were houses where candles were made from the fat of the slaughtered beasts. Hence the name of "Candleriggs". Still farther west, on another rig, stood Hutcheson's Hospital for old men, built out of the legacy of George Hutcheson and the gifts of his younger brother Thomas. At a later day

the building was removed to the northern end of the rig, and the street run through its site became known as Hutcheson Street. Then farther westward rose the largest and finest mansion of its time in Glasgow, the house built by Daniel Campbell of Shawfield, which was to have an interesting story presently. A hundred years later, when it was taken down, the name of its latest owner, John Glassford of Dougalston, was given to the street laid down upon its site.

Till 1588 the West Port, or gate, of Glasgow had stood at the foot of Candleriggs, but in that year it was removed to the head of Stockwell Street; so the Shawfield Mansion was the westmost house of the town. There were houses and kilns, however, along the roadside outside the West Port, notably the old castle of the Halls of Fulbar on the west side of Stockwell Street; and it is curious to read of the Town Council, in 1662, ordering the building of "a handsome little bridge" over St. Theneu's (now St. Enoch's) burn where it crossed Trongate, at what is now Mitchell Lane. They ordered a causeway to be laid from the West Port to that bridge.

Before the Union the crofts on the south side of Trongate had also been built over. St. Mary's, or the Tron Church, had stood there before the Reformation, and the narrow "Wynds" came up from Bridgegate between tenements on what had once been the Mutland croft. But a number of the rigs were still gardens. Candleriggs Street was not laid out till 1720, nor King Street opposite till 1722. So the first historian of Glasgow, John M'Ure, writing in 1736, could say that the town was "surrounded with cornfields, kitchen and flower gardens, and beautiful orchards, abounding with fruits of all sorts,

which, by reason of the open and large streets, send forth a pleasant and odoriferous smell".

Trongate was the scene of some of the most interesting events that happened in Glasgow immediately after the Union.

It was not long before the city had an opportunity of showing its loyalty to the new Government. On the death of Queen Anne in 1714, George I, as great-grandson of James VI and I, came to the throne, and almost at once an attempt was made to overturn his Government, and bring in Queen Anne's brother James, son of James VII and II. The Earl of Mar, thinking himself suspected by the new King, had fled from London in the disguise of a collier, had gathered a great host of the clans in his own country of Braemar, and had proclaimed the Pretender as King James VIII of Scotland and III of England. Much of Scotland was still sore against the Union, and if Mar were active it looked as if he had every chance of winning that country at least for James.

Glasgow, however, proved loyal to King George. It raised a regiment of five hundred men, and sent them to join the Duke of Argyll's army at Stirling, and it employed a host of men in fortifying the city. The gates were strengthened, barricades were thrown up, and since Glasgow was not a walled city, a great trench, 12 feet wide and 6 feet deep, was dug round the whole place. Then, besides some cannon already in the town, eight great guns were brought from Port-Glasgow, and mounted to repel attack.

But the attack never came. On Sunday, 13th November, 1715, the irresolute Mar was defeated by the Duke of Argyll at Sheriffmuir, and the formidable rebellion gradually died away. The Duke himself

paid a visit to the city a fortnight afterwards, and was lodged in Trongate in the mansion of Mr. Campbell of Shawfield. Next day, accompanied by the magistrates and a party of noblemen and gentlemen, he reviewed the troops lying in the town, and inspected the trenches and barricades. The old Bishop's Castle was then turned to account as a jail for 353 Jacobite prisoners, who were guarded by 100 soldiers, and fed at the town's expense. And afterwards Colonel William Maxwell of Cardoness, who had commanded the defenders of the city, was presented with a heavy silver salver, tankard, and sugar boxes.

Ten years later the citizens had an opportunity of showing their feelings in a different way, and on this occasion again the Trongate was the chief scene of action. In 1725, on account of the rebellion at home and the wars abroad, it had become necessary to raise money by new taxes, and an Act was passed extending the English malt tax to Scotland. At that time ale was the popular drink of Scotland—"the puir man's wine", as Burns afterwards called it. The working man drank it with his bannocks, and supped it with his brose, and the proposal to raise its price by taxing it raised a storm of wrath throughout the country.

The Glasgow folk were most furious of all, and for the time their rage knew no bounds against their member of parliament, who had voted for it. This was Daniel Campbell of Shawfield. At first the tax proposed was sixpence on every barrel, and though this was reduced to threepence the people were not appeased. On the 23rd June, the day when the tax was to be first levied, a Glasgow mob overpowered the Excise officers.

Next day Captain Bushel with two companies of infantry entered the town, and took up quarters in the guard-house at the foot of Candleriggs; but about eleven at night, when the magistrates, thinking the danger over, had retired to a tavern, word was brought that the mob had stormed and sacked Mr. Campbell's fine mansion. Bushel sent to ask if he should beat to arms, but the provost foolishly declined. On the following day, however, as the crowd kept stoning his sentinels, Bushel called out all his men, and formed them in a hollow square at the guard-house. This movement was met with a shower of stones, whereupon the captain ordered his men to fire, and a number of persons dropped.

The uproar then grew more furious still. The mob rang the fire-bell to rouse the city, and seized the arms in the Tolbooth. It looked as if a serious conflict was about to take place, but the provost asked Bushel to withdraw his men. Even then, as the soldiers retired towards Dunbarton, they were followed and attacked by the mob, and Bushel had to order his men to fire again. Altogether nine persons were killed and seventeen were wounded in the affair.

Mr. Campbell, with his family, fortunately had removed to his country house on the day before the tax came into operation, or serious hurt might have happened to him.

For its part in this riot Glasgow suffered severely. General Wade, with a large body of troops, took possession of the town. Nineteen persons were seized, of whom two were banished, a number were whipped through the streets, and the rest were imprisoned long in Edinburgh Castle. The provost and magistrates were also arrested, and though they

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Photo. Annan

THE TRONGATE (ABOUT 1868), SHOWING THE TOLBOOTH STEEPLE, TONTINE HOTEL, ETC.

At this date the Statue of King William III stood opposite the Tontine Hotel

were released after a day's detention, the city was fined a sum of £9000. The greater part of this amount was paid to Mr. Campbell as compensation for the wreck of his house, and with it he bought the island of Islay. But Glasgow was no longer safe for him, so he sold the Shawfield mansion in 1727 to Colonel MacDowall of Castle Semple. In his hands it was soon to play a part in another memorable drama.

King William's Statue and the Young Chevalier

In the year 1734 Glasgow received a gift of its first statue. This was the figure of King William III on horseback, which, for a hundred and sixty years, to the admiration of all beholders, stood by the pavement on the north side of the Trongate, near the Cross, before it was removed to its present position in the middle of the widened street. The story used to be solemnly told to strangers that, on the last night of the year, when King William there *heard the hour* of twelve strike from the steeple of the Tron Kirk opposite, he leaped his pawing steed from its pedestal, galloped him down Saltmarket for a drink at the Clyde, and then returned to his position above the heads of the crowd for another round of the year. But hardly less wonderful is the true story of the man who placed the statue there.

About the time when the Merry Monarch, King Charles II, lay dying, there was growing up in

the town of Ayr a certain Jamie Macrae, a poor washerwoman's only son. The stirring lad had heard of fortunes to be made, and strange adventures to be undertaken, in distant parts of the world. He was eager to see foreign lands, and at last one day, notwithstanding his fond mother's fears, he found a berth on board ship, and the poor woman saw her son no more.

It was forty long years before anything was heard of the wanderer again, and then the astonishing news came home that on 18th January, 1725, Jamie Macrae had taken his seat as Governor of Madras. Seven years later he was back in Ayrshire, laden with honours and wealth, but there were few left in his native town to recognize in the distinguished stranger the boy who had gone to sea nearly half a century before.

On enquiry he found that his mother had been cared for in her last days by a niece, Bell Gardner. Bell had married a country joiner, Hugh M'Guire, who eked out a living by playing the fiddle at rural dances and merrymakings. The M'Guires had four daughters, and the wealthy nabob set himself to repay the kindness shown to his mother by educating these girls and providing for their future. They were well trained and splendidly dowered, and all became great ladies. The eldest, Lizzie, was married to the Earl of Glencairn, and on her marriage day received from Macrae the estate of Ochiltree, and diamonds worth £45,000. The second was married to James Erskine, afterwards Lord Alva, and received the estate of Alva. The third married James Macrae, the Governor's nephew, and got the lands of Houston. And the fourth, the old man's favourite, was married to Charles

Dalrymple, and had for her "tocher" the Ayrshire estate of Orangefield.

It was in 1734, two years after his coming home, that Governor Macrae presented the statue of King William to Glasgow. In his boyhood at Ayr he had probably seen something and heard a great deal of the cruel deeds of the persecuting times of Charles II and James VII and II, and he set up the statue as a token of regard for the king who had put an end to those evil days. Glasgow, remembering his treatment of the Darien Expedition, had little to thank King William for, but by 1734 probably the soreness had worn away, and there the statue stands to the present hour.

That statue must have been an unpleasant sight, eleven years afterwards, to another famous personage who paid Glasgow a visit. It was on Christmas Day, 1745, that Prince Charles Edward entered Glasgow at the head of his rather ragged and worn-out army of the clans. It was five months, that day, since he had landed in Scotland, and meanwhile he had won the battle of Prestonpans, and by his sudden march had carried terror into the heart of England. But the tide had turned; he was now in retreat; and those who saw him in Glasgow say his face had a worn and dejected look.

At the opening of the Rebellion Glasgow had raised two battalions of six hundred men each to fight against the Prince, and the city had therefore good reason to dread his coming. Already, after the battle of Prestonpans, he had sent his quartermaster Hay with the chief of Macgregor, and the magistrates had been forced to give them £5000 in money and £500 worth of goods; and now that the Prince himself had come at the head of an

army of between four and six thousand men, the inhabitants expected the worst of treatment. Tradition runs that the city would actually have been sacked and burned but for the pleading of the gentle Lochiel.

The appearance of the Highland host was terrifying enough. Bareheaded, barefooted, and in rags, the men were tanned red with the weather, and from amid their matted hair and long beards their gleaming eyes and famished looks made the Glasgow citizens quake in their shoes. But the visit was not so terrible after all. After parading through the chief streets the army marshalled at the Cross, and the Prince was proclaimed Regent of Scotland. Then the magistrates were ordered to furnish 6000 short cloth coats, 12,000 linen shirts, 6000 pairs of shoes, 6000 pairs of hose, 6000 waistcoats, and 6000 blue bonnets. While the garments were being got ready the Highlanders were quartered on the people, and on the whole they behaved very quietly and decently.

The Prince himself took up his quarters in the famous Shawfield Mansion. There, accompanied by some of his officers and a few devoted Jacobite ladies, he ate meals in the public view twice a day. There, too, he met the beautiful Miss Clementina Walkinshaw. This young lady's father, John Walkinshaw, was the laird of Barrowfield and Camlachie, to the east of Glasgow, and when the Prince's mother, the Polish Princess Clementina Sobieski, on the way to her marriage, had been made prisoner at Innsbruck in the Tyrol, he was one of those who had rescued her in romantic fashion. Afterwards, when his daughter was born, the Princess had acted as the child's godmother, and had given her her own name of Clementina.

Prince Charles had another and much humbler adherent in Glasgow. Dougal Graham, who afterwards long filled the office of Glasgow bellman, had accompanied the Jacobite army on all its long march to Derby, and was to accompany it to the last. He was not a soldier, being, poor fellow, humpbacked, but he went as a packman, and made something by supplying the needs of the soldiery. And when all was over, he wrote in verse an account which is looked on as one of the most interesting narratives of the Rebellion.

When his men had been refreshed and clothed at the city's expense, Charles held a review of his army on Glasgow Green. Then on the 3rd of January, to the magistrates' immense relief, he and his Highlanders resumed their march towards the north. A fortnight later, at the battle of Falkirk, the two battalions of Glasgow volunteers made a stand against the Highlanders which put the regular regiments to the blush, till they were thrown into confusion by the stampede of the dragoons of their own army. Dougal Graham in his rugged verse records their prowess and fate.

In that fight 22 of the Glasgow regiment were killed, 11 wounded, and 14 taken prisoners. By way of part compensation to the city for its losses by the Prince's visit, Parliament in 1749 made a grant to Glasgow of £10,000.

The Tobacco Lords

Andrew Cochrane, who was Provost of Glasgow at the time of Prince Charles's visit, and after whom Cochrane Street is named, was once asked to what

cause he attributed the sudden rise of Glasgow in his time. He said it was "all owing to four young men of talent and spirit, who started at one time in business, and whose success gave example to the rest. The four had not £10,000 among them when they began." The four young men were William Cuninghame of Lainshaw, Alexander Speirs of Elderslie, John Glassford of Dougalston, and James Ritchie of Busbie. These were the chief of the famous "Tobacco Lords", who carried on the main trade of Glasgow between 1740 and 1776, and they bought the estates associated with their names out of its proceeds.

But the great oversea trade with the American Colonies had begun long before that time. No sooner had the Union of the Parliaments in 1707 thrown the English colonies open to Scottish trade than, as has already been shown, the merchants of Glasgow seized the opportunity. Their first plan was to charter English ships, load them with manufactures, and send them out to Maryland, Carolina, and Virginia. There the manufactures were exchanged for tobacco, and when this was brought home it was sold at a handsome profit.

The story is told that the first of these ventures after the Union was sent out under the sole charge of the captain of the ship. The worthy man, though shrewd and able, was no bookkeeper, and when his employers, on his return, asked for his accounts of the voyage, he said he could give them none, but here were the results. And he threw down on the table a "hoggar", or old stocking leg, filled with coins. The merchants thought that if a rough unlettered sailor could do so well, a proper man of accounts must do much better. On the

next voyage, therefore, they sent an agent who knew all about bookkeeping. On his return this individual furnished them with a beautiful statement of his transactions—but no "hoggar".

Mostly, however, the voyages proved highly successful, and out of the double profits made on the goods sent out and the tobacco brought home, the Glasgow merchants bought the ships for their own trade, and began to make fortunes quickly. Formerly a large part of the tobacco trade came to Whitehaven on the Solway, from which place Glasgow had been accustomed to hire many of the vessels required; but very soon after the Union the merchants of Whitehaven complained that they were almost entirely stripped of their tobacco trade, and they complained to Government that the merchants of Glasgow had carried off their traffic by unfair means. Again and again commissioners were sent north to make enquiry, and several attempts were made to obstruct the Glasgow trade. But the commissioners could find nothing wrong, and declared that the accusations were made only out of envy.

In 1735 the Glasgow merchants finally beat off the obstructions set up at the instance of the English ports, and from that time they throve amazingly. The number of ships, brigantines, and sloops belonging to the city had risen to sixty-seven, and the trade went up by leaps and bounds till, in the year 1772, out of 90,000 hogsheads imported altogether into Britain, Glasgow alone imported 49,000. The merchants here had not only the chief share of the export trade to the Continent, but they even could undersell the English merchants at home in their own cities.

Much of this was the work of the famous "four young men" spoken of by Provost Cochrane. Of these young men, John Glassford is said to have had twenty-five ships and cargoes, all his own property, on the seas at one time. In Smollett's novel, *Humphry Clinker*, he is described as "one of the greatest merchants in Europe". He purchased for his country house the beautiful estate of Dougalston, with its loch, near Milngavie, and for his town house he bought the historic Shawfield Mansion in Trongate. After his death in 1783 the street run over its site was called after him, Glassford Street.

Alexander Speirs was the biggest of the tobacco importers. He brought in a seventh of the whole tobacco imports of the Clyde, and a twelfth of those of all Europe. The Union Bank now stands on the site of his house, the famous Virginia Mansion, and Virginia Street was laid out through its garden. Among other enterprises Mr. Speirs, with his partner Provost Murdoch, founded the Glasgow Arms Bank, and he bought up the lands of the Govan lairds, and built on them the noble mansion of Elderslie. His descendant is Speirs of Elderslie to the present hour.

James Ritchie bought the estates of Busby and Craigton, and along with Sir Walter Maxwell of Pollok, founded the famous Thistle Bank.

Of William Cuninghame a story is told which gives a good idea of the business ability of these old tobacco traders. Before the outbreak of the American War of Independence the price of tobacco was threepence per pound. Mr. Cuninghame's firm held a huge stock, and when the price rose to sixpence on account of the scarcity the partners

thought it time to sell, and secure a profit. Cuninghame thought they should keep the tobacco till the price went higher, but they would not hear of it. He then asked each partner if he agreed to sell, and when they had all said yes, he told them he would himself buy the whole stock. This he did, and he kept it till the price rose to 3*s*. 9*d*., when he sold out, and realized a great fortune. With his money he bought the Lainshaw estate, and built the fine mansion which to-day forms a part of the Royal Exchange. It is the only mansion of the old Tobacco Lords now left in Glasgow.

Old Glasgow Costume: West India Merchant

These four were the most famous of the Glasgow Tobacco Lords. Those personages were for long the sight of the city, as they strutted on the Plainstanes of the Trongate, in their scarlet cloaks, powdered wigs, cocked hats, silken hose, and buckled shoes. They looked down on all others with supreme contempt, and any mere shopkeeper or tradesman who wished to speak with one of them had to stand humbly aside on the causeway, and wait till he could catch the

great man's eye. It is said to have been they whom Robert Burns has held up to ridicule in his well-known line, "Ye see yon birkie ca'd a lord".

As a consequence of all this prosperous trade the population of Glasgow had risen rapidly. In 1708 it was only 12,766; in 1740 it was 17,043; and in 1760 it had gone up to 42,832.

But the crash came in 1775. The American Colonies had declared their independence and repudiated their debt. The whole tobacco trade fell to pieces like a house of cards. At that time Glasgow was importing 57,143 hogsheads of tobacco a year, and the American planters were in debt to the Glasgow merchants to the amount of a million sterling. Many of the Tobacco Lords were ruined, and many others lost the greater part of what they had made.

Merchant Princes and Manufacturers

When the great tobacco trade of Glasgow collapsed after the revolt of the American Colonies, the city was not altogether ruined. Other sources of wealth had been growing up, and though many great merchant families went down, their place was soon taken by others with ventures in different directions. Instead of sailing to Maryland and Virginia for tobacco, the ships of these new adventurers made their way to Jamaica and Barbados for sugar, molasses, and rum.

Sugar refining was already a well-known industry in Glasgow. Before 1651 there had been attempts at it, but the first successful sugar-house was set up in Bell's Wynd and Candleriggs in 1667. It

was known as the Western Sugar-house. The Eastern Sugar-house was set up on the south side of Gallowgate two years later; and later still came the South Sugar-house in Stockwell Street, and the King Street Sugar-house. We have seen how silver sugar-boxes were a fashionable gift at the time of the Jacobite Rebellion of 1715.

The real founders of the West Indian sugar trade, however, were two officers of the King's army, Colonel William MacDowall, and Major James Milliken. While quartered in the island of St. Kitt's they had married two West Indian heiresses, and on returning to Scotland they had to find a market for the sugar from their estates. In 1727 Colonel MacDowall bought the Shawfield Mansion in Trongate, and the estate of Castle Semple in Renfrewshire, and five years later Major Milliken bought the adjoining estate of Johnston, and changed its name to that of Milliken Park. These two set up a great West Indian trade. So great was it that when, in the time of their descendants, the famous firm at last failed, and the estates of the partners were sold, it took over a million sterling to pay the creditors in full.

At the same time, of course, there were many other West Indian merchants—Bogles, Dennistouns, Ewings, Finlays—some of whose descendants are still engaged in the trade.

But besides becoming a place of foreign trade, the city had become noted for many valuable manufactures. Even in the times of the early bishops, we have seen, there was a colony of "waulkers", who shrank woollen cloth in the Molendinar, and gave the original name of Waulkergate to the street known later as the Saltmarket. But the first real

factory seems to have been set up by the magistrates themselves. This was in 1634, when they bought the Earl of Eglinton's property in Drygate, and turned it into a House of Correction. They fitted it with a mill and spinning-wheels, appointed a master, bought wool, and set eleven women prisoners to work. Four years later they also leased part of the house, with ground sloping down to the Molendinar, to Robert Fleming, who with his partners promised to set up a "house of manufactory" where the poorer sort of people might be employed. This was a weaving enterprise in which only freemen of the craft were to be engaged.

Brewing, again, was an ancient business in Glasgow, and some of the town's laws for regulating the trade were curious enough. It was "statut and ordan'd" that no ale should be dearer than twopence per gallon, and it must be "King's ale" and "very guid", and the brewsters must allow the town's tasters to sample it as often as they chose.

There was a Royal Fishing Company set agoing about 1662 by Sir George Mackenzie, Lord Advocate —the "Bluidy Mackenzie" of Covenanting tradition. It enjoyed the monopoly till 1684 of taking herrings from the Clyde up till 20th September. After that day the fishing was free. A soap manufactory also, we have seen, was begun in 1667 as an adjunct to the Whale Fishing Company. Paper-making was begun two years later; and rope-spinning and a cooperage were carried on at the same time. These were Glasgow's chief manufactures in the seventeenth century and down to the time of the Union with England.

After that date, in the eighteenth century, many

interesting industries were added. James Duncan, a Glasgow printer, started a type foundry in 1718, and in 1736 printed from the type thus produced the earliest history of the city, that of John McUre. Soon afterwards Dr. Alexander Wilson hit upon an improved method of casting type, and set up a foundry for the purpose at Camlachie. There, from 1741 onwards, the brothers Foulis got the type cast for their famous editions of Latin and Greek books, which are among the finest specimens of printing in existence.

A foundry of a different kind was the glass bottle-work set up in 1730 on the Old Green, about the site of the present Custom-house near the foot of Jamaica Street. In many early views of the city from the south side of the river the "Bottlehouse lum" forms a most conspicuous object. In 1732 the weaving of a kind of linen tape called inkle was begun. Alexander Harvey, a Glasgow citizen, at the risk of his life, brought over from Haarlem a couple of inkle looms and a workman, and set up the trade in his native city. Nine years later the company bought a part of the Ramshorn ground, and set up a factory which gave the name of Inkle Street to the thoroughfare now known as Cochrane Street. In 1747 copper, tin, and white-iron work began to be made for export, and in the following year the making of the kind of glazed earthenware still known as "delf" was introduced from Delft in Holland, and the work gave the name of Delftfield to the ground on the Broomielaw through which James Watt Street passes now. The first crystal factory in Scotland was set up at "Verreville" near the Broomielaw in 1777 by Provost Colquhoun; and in the same year an ingenious Highlander, George

Mackintosh, set up at Ark Lane, in what is now Dennistoun, a "secret work" for the making of the Highland dye called cudbear.

But the greatest industry which arose at the time of the downfall of the Tobacco Lords was the weaving of cotton. The weaving of woollens and linens had always been a Scottish industry. To protect its woollen trade the Scottish Parliament in the seventeenth century passed an Act preventing English woollens coming into the country, and the English Parliament replied by putting a heavy tax on the import of Scottish linens into England. In 1715 the Glasgow magistrates presented to the Princess of Wales, afterwards Queen of George II, a "swatch" or sample of the plaids for the making of which the city was famous; and Defoe in 1727 describes the Glasgow manufactures of "plaiding, muslins, linen, and woollen". There was also a manufacture of cambrics from French yarn begun in the city in 1752. But it was in 1780 that the first web of pure cotton woven in Scotland was set up by James Monteith, in Anderston. So pleased was Monteith with his success that he had a dress made of his muslin beautifully embroidered with gold, and presented it to Queen Charlotte. Three years afterwards the great New Lanark cotton mills were started by the famous Glasgow citizen, David Dale.

Dale had been a herd boy at Stewarton to begin with, then had served an apprenticeship to the prosperous trade of linen-weaving in Paisley, next had tramped the country with a pack, and at last, in 1763, had set up as a linen merchant in the High Street of Glasgow. He had made a good deal of money at this when he began to see that

the linen trade was waning. Cotton, a cheaper substance, was being imported in ever larger quantities from the West Indies and America, and the spinning and weaving of this seemed the industry of the future.

Till then the trouble had been that the spinning-wheels could not supply enough thread for the weaving looms. It took the work of six wheels to keep a loom going. But just then Hargreaves, a Lancashire weaver, invented a machine called the Jenny, after his wife, which could spin several threads at once. Richard Arkwright, a barber, invented a means of driving spinning machines by water-power. And Crompton, a clergyman, combined the two inventions in his famous "Mule".

Arkwright, finding himself slighted in England, came to Glasgow. Here Dale met him, and the two together set up the famous cotton mills at New Lanark. When Arkwright went back to Lancashire he told the people, who had twitted him with being a barber, that he "had put a razor into the hands of a Scotsman who would shave them all". He soon, however, quarrelled with his partner, and Dale carried on the mills alone.

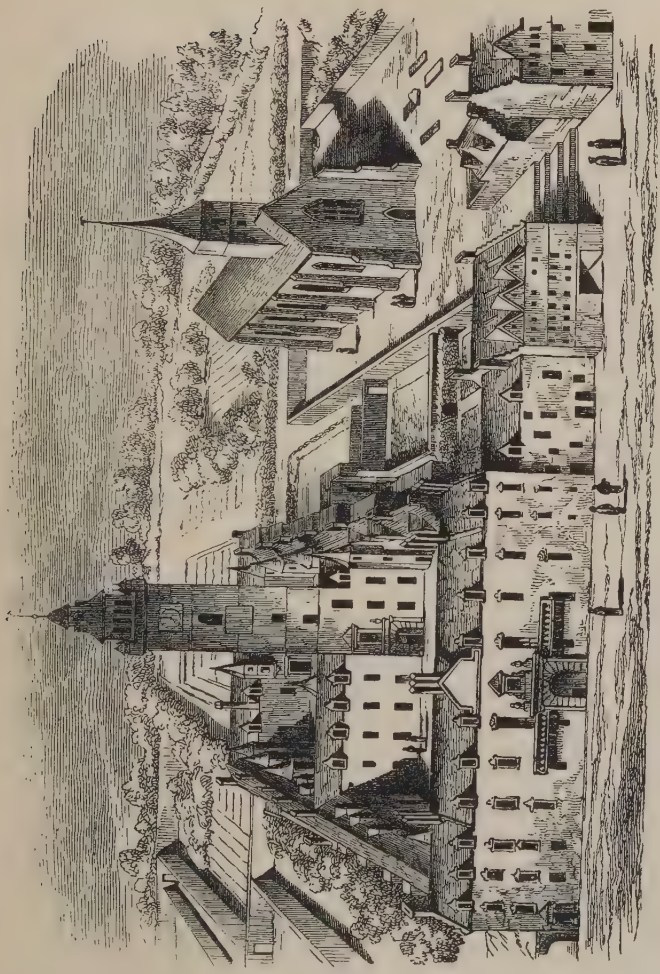
This was the beginning of the great cotton industry of Scotland. Other mills were started at Rothesay, Blantyre, Dornoch, and elsewhere, and to use up the yarn they produced the country was covered with weaving looms. Then a great change took place. To begin with, the mills were planted where there was water-power to work them. But other power soon began to be employed. James Lewis Robertson set up in Argyle Street two looms driven by a large Newfoundland dog; and with James Watt's invention of the modern steam engine, the mills

could be run anywhere. More and more of them were set up in Glasgow itself, and the east end of the city by and by became a huge hive of cotton-spinning industry.

The Great Inventors

Thomas Pennant, an English tourist who visited Glasgow in 1769 and 1772, has left an account of the city as he saw it just before the time when the great factories, that blacken it to-day with smoke, began to be set up. "Glasgow", he wrote—"the best built of any modern second-rate city I ever saw: the houses of stone and in good taste. The principal street runs east and west, and is near a mile and a half long, but unfortunately is not straight. The Tolbooth is large and handsome. Next to that is the Exchange. Before the Exchange is a large equestrian statue of King William. This is the broadest and finest part of the street: many of the houses are built over piazzas, but too narrow to be of much service to walkers. Numbers of other streets cross this at right angles, and are in general well built.

"The market-places are great ornaments to this city, the fronts being done in a very fine taste, and the gates adorned with columns of one or other of the orders. Some of these markets are for meal, greens, fish, or flesh. There are two for the last which have conduits out of several of the pillars, so that they are constantly kept sweet and clean. Near the meal market is a public granary, to be filled on any apprehension of scarceness. The



Bird's-eye View of the Old College

guard-house is in this great street, which is kept by the inhabitants, who regularly do duty. An excellent police is observed here, and proper officers attend the markets to prevent any abuses.

"The old bridge over the Clyde consists of eight arches. The tide flows three miles higher up the country; but at low water is fordable. There is a plan for deepening the channel, for at present the tide brings up only very small vessels, and the ports belonging to this city lie several miles lower, at Port-Glasgow and Greenock, on the south side of the Firth.

"The College is a large building, with a handsome front to the street, resembling some of the old colleges in Oxford. There are about 400 students belonging to the College, who lodge in the town; but the professors have good houses in the College."

Soon after this description was written a vast change was to be made in the appearance, not only of the city, but of the whole face of the earth, by the inventions of a few Glasgow men.

The first and greatest of these inventions was the improvement of the steam engine by James Watt. It is commonly said that Watt was the inventor of the steam engine. This is not quite true. There were steam engines before Watt's time, and one of them is to be seen working yet at Farme Colliery, near Rutherglen. But these engines were very slow in working, and wasteful of fuel. Three-fourths of the steam used in driving them were thrown away. What Watt really did was to invent a new kind of engine immensely more effective than the old machine.

The inventor was the son of a block-maker, and was born in Greenock in 1736. He went to London

at eighteen to learn mathematical-instrument making, but after a year had to return because of ill health. Then he came to Glasgow. As he was not a burgess the Trades House would not let him begin business in the city; but Professor John Anderson, whose brother had been at school with him, got him a room in the College, and from 1757 to 1763 he worked there. He seems to have eked out a poor living in curious ways; he even mended fiddles, and made more than one organ.

Then he was allowed to settle in the city, and did some work as a civil engineer. He planned canals and harbours, and made a report as to the deepening of the Clyde. But his great work was to come. He had already made experiments with the force of steam, when in 1764 his friend Professor Anderson asked him to repair a model of the Newcomen engine, then used in his class at college. This fixed his mind on the subject, and in the following year, during a Sunday afternoon walk on Glasgow Green, the idea suddenly occurred to him of his first great improvement in engines. This was followed by other improvements; he took out a patent in 1769, and in 1773, along with a partner, Matthew Boulton, he set up works at Soho, near Birmingham.

Watt's engines were at first chiefly used for pumping water out of mines, but gradually they were turned to other purposes, and by and by there was scarcely any kind of work that the steam-engine was not set to do. One of the first of these purposes was the propelling of boats upon the water.

Here again the idea of using steam was not new. After several attempts on the Continent, and in America, Mr. Patrick Miller of Dalswinton, in Nithsdale, with his family tutor, Mr. Taylor, and an

ingenious mechanic, William Symington, contrived a double boat, with a paddle in the middle, driven by a small steam engine. On 14th October, 1788, it made its first voyage across Dalswinton Loch, with the poet Burns and the painter Nasmyth on board, while the future Lord Brougham looked on amid the crowd on the bank. Next year Miller had a larger vessel propelling itself at seven miles an hour on the Forth and Clyde Canal; and in 1803 Symington, at the request of Lord Dundas, put on the canal a stern-wheel steamer, the *Charlotte Dundas*, which towed two loaded sloops 19 miles in 6 hours against a strong wind to Port Dundas. The surge, however, destroyed the canal banks, and Symington went no further. Then in 1807 Robert Fulton, who had visited this country and seen the *Charlotte Dundas* at work, launched the steamer *Clermont*, which plied between New York and Albany.

But the first inventor who made the steamboat a commercial success in this country was Henry Bell. He was born near Linlithgow in 1767, and had wrought as a mason and a millwright, and tried ship-modelling and engineering, before he settled as a house builder at Glasgow in 1790. His plan of a steamboat had been rejected by the British Admiralty in 1800, and even James Watt had advised him to leave the idea alone. But he persevered against want of money and many other difficulties, and in August, 1812, launched his *Comet*, the first passenger steamer on the Clyde. The vessel was 43 feet long, and had a speed of 5 knots an hour; she plied as far as Inverness, till wrecked in the tide-race off Loch Craignish in 1820.

Among later inventors who improved the steamboat perhaps the greatest was David Napier. It

was he who made the first boiler for the *Comet*. Later it was he who hit upon the proper shape for an ocean-going steamboat. The bluff bows of the old sailing vessels could not be driven through stormy seas by steam power; but Napier made a voyage across the Irish Channel on one of the wildest days, and after watching the action of the waves, went home and fined away the bows to the shape in which we know them now.

Napier's first foundry was at Camlachie, and he used to try his models in Camlachie burn. Then he moved to Lancefield, near Stobcross, and here his great invention occurred to him. Till then the engines in use worked with a huge unwieldy cross-beam, but one night at Lancefield Napier woke up with the exclamation, "I've got it!"

He sent for his right-hand man, David Tod, who came running, half-dressed, thinking his master was ill. He was met, however, with the words, "Man, Dauvit, I'm gled you've come! I thocht I wad hae lost it;" and Napier explained the idea that had occurred to him.

The two sent for the draughtsman, and there and then the dining-room was cleared of furniture and carpet, and on the floor they drew the plans of the steeple-engine, which had no beam, and was the first great improvement for steam propulsion of vessels.

It was Napier who in 1828 built the village of Kilmun, and opened up the Loch Eck tour, with steam carriages on the roads and a little steamer on Loch Eck itself. He played an important part in making the Firth of Clyde a summer resort.

Most recent of all the great inventors who have lent lustre to the city's annals was Lord Kelvin. For

fifty-three years he was Professor of Natural Philosophy in the University, and his inventions and improvements made their mark in all the fields of Science. He came first into note for his part in laying the Atlantic telegraph cable, and was most reputed, perhaps, for his services in rendering available the powers of electricity. But his improvements in the mariner's compass alone would have given any man enduring fame.

The Making of the Clyde

It is a common boast of the citizens that "Glasgow made the Clyde". No sooner had foreign trade begun to grow to some size in the city than it was found that the distance from the sea set a difficulty in the way. In early times Irvine was used by the Glasgow traders as their shipping port, and the goods were carried across the twenty-five miles of country on pack-horses. In 1620, however, the harbour of that place had begun to silt up, and in the report made to Cromwell in 1656 it was said to be "clogged and almost choked up with sand which the western sea beats into it, so as it wrestles for life".

The Glasgow merchants next asked the burgh of Dunbarton if it would allow itself to be made the city's port, but the wiseacres there declined, "lest the influx of mariners should raise the price of butter and eggs to the townsmen".

Thus rebuffed, the Glasgow authorities in 1668 purchased a few acres of land in Newark Bay, and soon a harbour was built there, and a town sprang up which tells its story to the present hour in its name, Port-Glasgow. At Port-Glasgow the ocean-going

Facsimile of portion of Map published in 1654, showing the Islands in the Clyde

One was the Water Inch, lying immediately west of the mouth of the Kelvin. Another, farther down and much larger, was the White Inch, comprising the district which still bears that name. Still farther down was the Sand Inch, and below the mouth of the River Cart was the New-shot Isle. There were other islands in the Clyde above the harbour. One, called the Point Isle, opposite Glasgow Green, was in 1730 upwards of an acre in extent, and at that time it formed one of the principal salmon shots of the river.

ships loaded and unloaded their cargoes, and between that place and the parent city the transport was carried on by pack-horses and wagons on land and by barges on the river. But always more and more it came to be seen that the really desirable thing was to bring the ships themselves up to the city.

The difficulties in the way of this were enormous. At Dumbuck ford the Clyde was only 2 feet deep at low water, and at the Broomielaw it was only 15 inches, while there were sandbanks, and islands, or "inches", like Kings' Inch and Whiteinch, in the channel, and sometimes the shallow barges ran aground and took weeks to make the passage. The citizens, however, had secured the free trading rights on the river at an early time. In 1469, when Dunbarton tried to prevent Glasgow bringing wine from a French ship in the Clyde, the city had appealed to the law courts, and got a judgment that it was acting within its rights; and in 1611, when Glasgow was made a royal burgh, it was expressly stated that the citizens were to have trading rights from Glasgow Bridge to the Cloch. These rights the city was determined to make use of, and many efforts were put forth to clear the waterway.

As early as 1609 the Town Council records mention a pier at the Broomielaw, and speak of a proposal "for taking away of the sands stopping the ships and barks from coming to the town". The chief obstacle was Dumbuck ford, and in 1612 the burghs of Renfrew and Dunbarton joined Glasgow in an attempt to deepen the river there. The charter granted to Glasgow by Charles I in 1636 speaks of the great expense that had been put forth by the citizens in improving the channel, and it

authorized the city to build ports, bulwarks, and jetties, to charge shore silver and other dues, and to continue appointing a river bailie to judge offences committed on the waterway. Twenty years later, however, the report made to Cromwell declared that vessels of more than six tons could not yet come nearer than fourteen miles from the city, "where they must unload and send up their timber and Norway trade in rafts or floats, and all other commodities by three or four tons at a time, in small cobles".

It was not till 1755 that serious improvements upon a large scale were thought of. Then it was that John Smeaton, who had built the famous Eddystone Lighthouse, was consulted as to the best means of deepening the river. He recommended the making of locks, dams, cuts, and other works, and though an Act of Parliament was got to allow of these undertakings, it is fortunate they were never carried out, for they would merely have made a staircase canal of the Clyde.

Another engineer, John Golborne of Chester, in 1768 proposed a better plan. This was to throw the current into the centre of the river by means of jetties, and to help the natural scour of the water further by dredging the channel. By these means he hoped to get a depth of 5 feet at low water as far as the Broomielaw. Another Act of Parliament was got, and this plan was carried out, with the result that in 1775 the depth of Dumbuck ford at low water had increased to 6 feet 10 inches, and six years later the depth was 14 feet. Vessels drawing 7 feet of water could now come up to the Broomielaw.

At last the right plan had been hit upon, and

later efforts followed it up. John Rennie, the famous London engineer, devised further improvements in 1799 and 1807, and in 1806 Thomas Telfer planned a towing path up the south bank of the river from Renfrew, by which means sailing vessels could be brought up the higher reaches when becalmed. An obstacle which threatened to stop all further progress was discovered in 1854, when a vessel took the ground off Elderslie, and it was found that a great whinstone rock for a considerable distance formed the bottom of the channel. By means of diving bells, however, blasting was begun, and thirty-two years later the last of the Elderslie Rock was removed. Thus a depth of 14 feet at low water was got in every part.

Since then the building of larger and larger ships has made it necessary to deepen the river still further from time to time, but this has always been accomplished, and the Clyde has never failed to meet all the requirements made upon it. The channel is now 23 feet deep at low water and 34 at high water. At one time there was a difficulty about getting rid of the huge quantities of sand and mud brought up by the dredgers from the river bottom. A proposal was made to use these in raising the muddy and ugly foreshores of the lower reaches, and it is much to be regretted that this was not done. But the owners objected, so the floats of dredgings were towed to Loch Long and tipped into the sea there. Afterwards, on complaints being made of the filth spoiling Loch Long, great tank steamers were built which carry the dredgings to the open sea off Arran, and there drop it into the Firth. This, however, is a wasteful plan, and some day the foreshores will have to be raised.

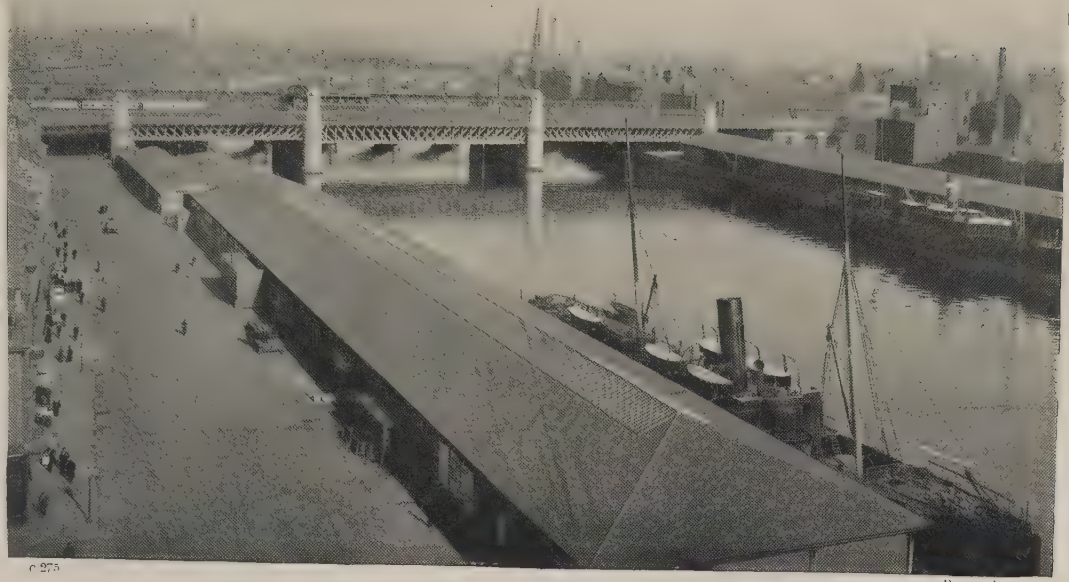


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Photo. Annan

THE CLYDE, FROM THE SAILORS' HOME

As trade increased it was found necessary to have more space than the quays along the river-side itself afforded for the loading and unloading of ships. To provide this the first small Kingston Dock was dug out of the old Windmill croft opposite the Broomielaw. Next the Queen's Dock was made at Stobcross; to be followed by the Prince's Dock at Govan, and the Rothesay Dock at Clydebank. These docks have all the latest appliances for loading ships, including cranes that can lift 130 tons weight at one time. There are also huge graving docks for the repair of vessels, and a coaling station, where the largest ships can be loaded in a few hours by train loads at a time.

The Clyde, from a mere shallow salmon stream, has been made one of the finest waterways and harbours in the world.

Stories of the Streets

We have already seen that a highly interesting story is commemorated in the names of many of the older streets of Glasgow. Bridgegate ("gait" being the old Scottish for a road or way) took its name from the fact that it led to the ancient bridge across the Clyde. Saltmarket—once Waulkergate—was the place where salt was sold for the early Glasgow industry of curing salmon and herring. Candleriggs was laid out over the old "rigs" or ridges of croft land on which the candle work was built. Hutcheson Street runs over the site on which Hutcheson's Hospital was built in the seventeenth century. Glassford Street covers the ground on which stood

the famous Shawfield Mansion, latterly owned by the great foreign merchant, John Glassford. Virginia Street, as we have seen, was once the approach to the fine Virginia Mansion of Alexander Speirs, the Tobacco Lord. Wishart Street commemorates the fighting bishop of Glasgow who helped Bruce to win his crown. And Cochrane Street took its name from Provost Cochrane, who ruled the city in the difficult time of the Jacobite Rebellion of 1745.

Many others of the streets have equally interesting memories embodied in their names. Among the oldest, Drygate, the little winding ascent by which the old Roman road came up from the shallow ford of the Molendinar, was perhaps the path by which the Druid priests made their way to the sacred groves of the Fir Park opposite, which is now covered by Glasgow Necropolis. Rottenrow, though there has been much dispute about its meaning, probably was either the "Route du roi", or King's Street of feudal times, or the "Rath-toun-raw", the Road to the Castle, or Castle Street, of earlier times still. And Gallowgate tells its own sad story in its name—the Road to the Gallow Muir.

But the names of some of the streets of a later day tell stories not less wonderful and full of meaning. The name of Jamaica Street, of course, speaks of the days when Glasgow's West Indian merchants did their chief business with the great sugar island of Jamaica. And Bridge Street, on the south side of the river, takes its name from the new Glasgow Bridge, or Jamaica Bridge as it sometimes is called, which rose in 1772 as a rival to the older Glasgow Bridge of Bishop Rae, which spanned the river at the Stockwell. That first Jamaica Bridge was only 30 feet wide, and it has been twice rebuilt and

widened—in 1836 and 1899; but if a great project of the early years of the nineteenth century had proved successful, the bridge might have had to be very much wider still.

The story of that forgotten project is enshrined in the name of Eglinton Street. This thoroughfare took its name from Port Eglinton, the terminus of the old Paisley and Johnstone Canal, which once lay beside the street. The terminus got its name of Port Eglinton in the same way as the other canal harbour on the north side of the city got its name of Port Dundas, from the name of the nobleman who had most to do with putting it there. Hugh, twelfth Earl of Eglinton, was not only a good soldier, member of parliament, and patron of the poet Burns, but a man of far-seeing enterprise in his time. He saw how the sea-going commerce of Glasgow was hindered by the shallowness of the Clyde, and the difficulty of bringing sailing ships so far inland up a narrow river, and he formed the splendid plan of making Ardrossan, on his own estate, the port of the city.

The Earl began the harbour of Ardrossan, on which he and his son spent no less than £300,000, and for the purpose of carrying goods from the ships there to the city he began the canal at Port Eglinton, in 1807. But though the canal did a busy trade, both with goods and passengers, for many years, it never got farther than Johnstone from the city; for railways began to be made, and the deepening of the Clyde went on, and steamers began to ply on the river. So the canal failed of its ambitious purpose, and about 1880 was filled up; and only the name of Eglinton Street now remains to tell of the once promising enterprise.

The name of Bath Street, again, calls to mind a whole series of interesting enterprises. Towards the end of the eighteenth century, William Harley, a weaver from Glen Devon, had made a fortune from the manufacture of checked cloths in Glasgow, and he took a feu of the country house of Willowbank in the Sauchie Haugh[1], where Sauchiehall Street now runs, with the lands on each side which now are covered with the houses of Garnethill and Blythswood Square.

At that time the ground from St. George's Church westward to the top of the hill was a wilderness, with cabbage gardens straggling over it, and Garnethill was a waste where the town lads went to hunt rabbits and hares. But Harley started ploughing and manuring, and soon had excellent crops on the ground. Most famous were the crops of strawberries which he grew on the sunny slopes of Garnethill. To tempt the citizens to build houses on his land he made a beautiful pleasure garden, with a summer-house, bowling-green, and view-tower, on the ground now known as Blythswood Square, and to give access to it he laid out a roadway from the city on the line of what is now Bath Street. On its way, a little west of the present West Nile Street, this road had to cross the hollow of St. Enoch's Burn. Here Harley built a bridge, and he turned the dry arches on each side of the burn into stores for ice, and so became the first Glasgow ice merchant.

Next, when the citizens were growing tired of visiting his gardens, he started another enterprise. At that time the people of Glasgow got their supplies of water from about thirty public wells, and some of them had to carry it long distances. Harley's

[1] Haugh=a hollow or flat piece of land.

new idea was to supply water at their own doors. From some fine springs near his house in the Sauchie Haugh he led the water in leaden pipes to cisterns near his ice stores. Thence he sent it throughout the city in tank-carts, and sold it at a halfpenny the stoup. By this he is said to have made as much as £4000 a year.

The Glasgow Waterworks Company in 1806, and the Cranstonhill Company in 1808, started pumping water from the Clyde, and supplying it through pipes to the citizens' houses, and Harley's water trade began to fall off. But already he had begun another undertaking. Beside his cisterns he built a range of spacious swimming and other baths, with dressing-rooms, reading-rooms, and other conveniences. It was from these famous baths—a wonderful novelty in their day—that Bath Street got its name. But this was not the last of Harley's enterprises.

Sometimes the patrons of the baths asked whether they could not have a glass of milk after their swim. To supply this Harley had a cow brought down from Willowbank, and milked at the baths. Then it occurred to him that Glasgow was greatly in need of a proper supply of pure sweet milk, and in 1809 he built a byre for twenty-four cows. Soon the excellence of the milk and the fame of the cleanly management brought flocks of customers, the byres were added to, and by and by he had no fewer than three hundred cows, besides calves and pigs, under the roof, as well as milk-houses and granaries. Everything, from the milk pails to the harness of the pony carts, was spotlessly kept, and "Harley's Byres" became the sight of Glasgow. Many royal personages came to see them, and as much as £200 a year was got from the fees for admission.

Harley next took up the supply of bread to the citizens, and with this also scored a great success. But alas! soon afterwards, following the wars with Napoleon and the battle of Waterloo, a great wave of disaster swept the country, and in the general wreck the ship of William Harley's fortunes went down. Only the name of Bath Street remains to commemorate the enterprises of a man who was a pioneer of the city in his time.

Professor John Anderson and the Technical College

When James Watt came to Glasgow, and the burgesses refused to allow him to set up business as an instrument maker in the city, it was fortunate that he had a friend in the College. John Anderson, the Professor of Natural Philosophy at that time, was a son of the minister of Rosneath, and his younger brother Andrew had been at school with Watt in Greenock. It was partly, perhaps, for this reason that Anderson took a warm interest in the young mechanic. He not only induced the College authorities to offer Watt a shelter within their walls, but he allowed him the free use of his library and apparatus, and by and by he handed him for repair the model of the Newcomen engine, which gave the inventor the suggestion for those great improvements in the use of steam which have revolutionized the world.

But Professor Anderson did many interesting things besides befriending James Watt. He was himself a notable mechanical genius. At Stirling, where he had been brought up by a widowed aunt, he had

helped to raise a regiment and defend the town against the siege by Prince Charles's men in 1745. This gave him an interest in matters of war, and it was he who planned the fortifications to defend Greenock from a threatened French attack. He also chose a site for the Glasgow powder magazine. He experimented with shot and shells, and it was he who discovered the advantage of spheroid over round shot, which changed the whole manufacture of projectiles. But his great invention was a quick-firing field-gun, the first of that kind, in which the recoil was ingeniously stopped by a cushion of common air. This invention he offered to the British Government, and, on being rather rudely rebuffed, he carried it to France, where the National Convention received it with honour.

It was the time of the French Revolution, and the French Government was anxious to have its ideas sent broadcast over Europe. This was prevented by the Germans drawing a cordon of troops along their frontier. To overcome this difficulty Anderson suggested the use of small paper balloons, varnished with boiled oil, and filled with hot air, and presently clouds of these tiny airships floated over the German lines, carrying German translations of the news and ideas of France.

Anderson's greatest work, however, was not among these weapons and doctrines of destruction. More fruitful by far, in the century that followed, was his work in the opening of the gates of higher education to women and working men.

While a professor in Glasgow he took pleasure in visiting the workshops of the city, and so became aware of the needs of the men and their work. An outcome of this was the series of science lectures on

Tuesdays and Thursdays which he opened at the University, and made interesting with experiments and demonstrations. Workmen were allowed to attend these lectures in their working clothes—because they did not wear the red College gown he called this his Antitoga Class. For their behalf, also, he formed a large museum of natural history specimens. When he died he left all his means to carry on this work. He directed that an institution should be founded, called Anderson's University, which should be open to all classes, and to women as well as men. Thus was begun the first Technical College in Britain and perhaps in the world.

For nearly a hundred years Anderson's College, as it came to be called, stood in George Street. The fees for its classes were small; many of its professors afterwards became famous men; and in those dim old classrooms many a working lad, after his day's toil in factory or office was over, has laid the foundations of a great and successful career. Among others, Crimean Simpson, the earliest of war artists, while a poor boy living in the neighbouring Frederick Street, made his first preparations in Anderson's College for the career which won him the personal friendship of his King. Another Glasgow lad, James Young, as a carpenter's apprentice, was sent one day to repair the fittings of the chemistry classroom. He was still at work when the professor came in to begin his lecture. The usual assistant happened to be unwell, the professor asked Young to take his place, the engagement became a permanent one, and as he helped with the demonstrations the lad picked up enough knowledge to see the value, at a later day, in the oil shales at Bathgate, and to found the

great paraffin industry of Scotland. Lyon Playfair, afterwards Lord Playfair, was another of the students who laid the foundations of their success here. And perhaps greatest and most famous of all who owed their career to the opportunities provided by this working-man's college, was David Livingstone, the son of a cotton-spinner at Blantyre, who by his explorations laid the foundations of the British Empire in Egypt and South Africa.

There were several other institutions in Glasgow with aims like those of Anderson's University. In 1823 the mechanics' class at Anderson's had quarrelled with the governors about the right to the library, and had hived off, and become the Mechanics' Institution—the first of that name in the country. There was Allan Glen's School, founded in 1853 by the will of a master wright in Glasgow for the practical education of fifty boys. There was the Atkinson Institution, for which a bookseller of that name in 1833 had left money to accumulate, but which was never begun. And there was the Weaving School in Well Street, Calton, opened in 1877.

In 1887 arrangements were made for bringing all these under one Board of Governors, as different parts of a great Technical College for the West of Scotland. The medical classes were removed to Partick, near the University, and, where the old Anderson's College had stood in George Street, arose the great building to be seen there to-day. So quickly did the new college grow that during the session of 1910–1911 it had ten professors, eighteen other heads of departments, and one hundred and twenty lecturers, trade-instructors, and assistants, while it had 523 students in the day classes, and 4944 in the evening.

Such are the astonishing results of the seed sown by Professor John Anderson, when he began his Antitoga Class, and left money for the founding of his working-men's college.

The Rise of Industries

In the latter half of the eighteenth century the shop windows of the High Street of Glasgow attracted the eyes of the ladies of the city in the same way as the shop windows of Sauchiehall Street do now. Among these windows, at number 42, was one in which were to be seen sample cards of printed cloths—flowered sprigs and wavelets—that were especially attractive. The owner of the shop was William Stirling, representative of the ancient family, the Stirlings of Lettyr, who could trace their descent from William the Lion, and who had been bailies and burgesses of Glasgow for several generations. Mr. Stirling at first had his cloths printed in London, but in 1750 he set up a small work at Dawsholm on the Kelvin, which proved very successful. Later he found he could get more workpeople on the banks of the Leven, above Dunbarton, and about 1770 he started the famous printworks of Cordale, which are still busy there. This was the beginning of the great cloth-printing business which has since then been one of the chief industries of the West of Scotland. Very soon the business of William Stirling & Sons became an immense concern, and we shall see later how the firm took the chief part in another great Glasgow enterprise.

One of the chief difficulties of the manufacturers at that day was the very long time required to bleach the linen and cotton cloths in order to give them the snowy whiteness so desirable. The webs had to be spread on grass fields for months, and kept constantly watered, before the sun and air produced the desired result. The man who discovered a quicker process is mentioned in one of the poems of Robert Burns. When Lizzie M'Guire became Countess of Glencairn in the way we have seen, she entrusted the management of her Ochiltree estate to an old schoolfellow, John Tennant. Of Mr. Tennant's sons, James, the eldest, was miller of Ochiltree, and a close friend of the poet, and another, Charles, was the discoverer of our modern bleaching system. Charles Tennant began life as a weaver—

> "An' no' forgettin' wabster Charlie,
> I 'm tauld he offers very fairly"—

but before long he set up a bleachwork at Darnley, in Eastwood parish, near Pollokshaws. By that time the art of spinning by machinery was overtasking the handlooms and bleaching fields. The handlooms could not weave the yarn into cloth in quantity enough, and the bleaching fields could not whiten it fast enough. So the young bleacher at Darnley set himself to discover a quicker process.

About that time Berthollet, a French chemist, had discovered that chlorine gas had a wonderful power of taking colour out of vegetable fibre. He could find no way, however, of controlling the poisonous gas, so his discovery was of little use. It was also known that cloths could be bleached with lime. But the lime also burnt the fabric,

and its use was forbidden under severe penalties by law. The great problem was solved, however, by Charles Tennant's discovery that lime had wonderful powers of absorbing the chlorine gas, and giving it out again as required. The new substance enabled the bleacher to do the labour of months in a few hours. In 1789, the first year in which Tennant's bleaching-powder came into use, it was said to have saved the bleachers in Ireland alone a sum of £166,800. And before long the great chemical work which Tennant set up at St. Rollox for the manufacture of the powder became the largest of its kind in Europe. The chimney stalk of the work, which was built to carry off the fumes, stood 500 feet in height above the Clyde, and cost £12,000.

Some little time before, under David Dale and George Mackintosh, of the cudbear factory, there had been introduced at Barrowfield by a French chemist, Papillon, an ancient Indian process of dyeing cottons the fine colour known as Turkey Red. In 1805 Henry Monteith, of the old weaving family in Anderston, bought this business, which was the beginning of the great Turkey Red industry that now has its headquarters in the Vale of Leven.

Out of these industries soon developed others, one example of which may be cited. In some of the processes of dyeing it was found difficult to attach the colour to the cloth—to make it "fast" as it is called. In order to produce a fast dye it was necessary to discover a substance which would have a strong attachment for the cloth on the one hand and for the colour on the other. Such a substance, or "mordant", was found in the salt we know as alum. This salt was discovered in the neighbourhood of Glasgow by Charles Mackintosh, son of the

George Mackintosh who had founded the cudbear industry, and helped to found the Turkey Red dyeing.

At Hurlet, on the Levern, near Barrhead, were certain mines where the waste shale was of a peculiar character. After lying for a time exposed to the weather the hard stony mineral was seen to split into thin leaves, and become studded with crystals. This waste attracted the notice of Charles Mackintosh. He experimented with it, and found that by dissolving the crystals in water with another chemical and boiling down the solution, he got the whitish astringent substance we know as alum. This alum was exactly what was wanted as a mordant by the dyers. It was also of great use for making the lake colours used by artists; and out of its manufacture in 1796 grew the great industry carried on yet by the Hurlet and Campsie Alum Company. The process of manufacture was soon shortened by roasting the shale instead of leaving it to the weather, and the discovery made by Charles Mackintosh has been the means of employing large numbers of men, and building up more than one great fortune.

Still another of Charles Mackintosh's services to Glasgow was the introduction of the manufacture of sugar of lead. Before 1786 this substance was altogether imported from Holland. But Mackintosh found out the secret of the manufacture, set up works in Glasgow, and very soon was exporting considerable quantities to Rotterdam, the actual place where he had learned the secret.

The same Charles Mackintosh it was who invented the process of making the rubber-coated, waterproof cloth still called by his name, and he carried on the industry first in Glasgow.

Another industry begun at that time was the making of ale upon a large scale. Hitherto every household had made its own "yill", as it was called, but there was a good deal of trouble in roasting the grain and making the malt. So in 1780, when John and Robert Tennent founded a public brewery at Wellpark, it was not long before the citizens gave up private brewing and took to buying their "yill" ready made. Six years later the first licensed distillery in Glasgow was opened by William Menzies in Gorbals. It was the fourth in Scotland, and it helped to put an end to the illegal work of the smugglers, who at that time, in every quiet corner of the country, carried on the dangerous business of making whisky in secret stills.

The making of chromate of potash was an industry of somewhat later date. This chemical was, to begin with, imported from Germany, and it was thought no one would buy it unless it came from abroad, The manufacturers, however, hit upon the plan of storing their chromate alongside that brought from Germany on the wharf at Port Dundas, and selling it there, and before long it was found to be in greater demand than the imported substance. This manufacture is now the chief industry of Rutherglen.

Coal, Iron, and Ships

There can be little doubt that the solid greatness of Glasgow in the nineteenth century arose from the fact that the city was found to be lying at the mouth of one of the richest mineral regions in the world. For more than two hundred years, it is true, coal

had been mined in the Glasgow neighbourhood. In 1578, according to the Town Council records, Fergus Kennedy, a servitor of the Archbishop, obtained a three years' lease of the coal heughs and coals within the Glasgow barony, for which he was to pay annually £40 Scots, with thirteen score and ten loads of coal.

The monks of Newbotle, who were well acquainted with coal mining in the neighbourhood of their abbey in the East of Scotland, had also practised the industry on the great estate, still called Monkland after them, which they possessed to the east of Glasgow. In those early times, however, the black treasures were chiefly used for household fires. When industries like that of glass came to be set up, more coal of course began to be required, and so we find the collieries of Little Govan on one side of Glasgow, and Knightswood on the other, leased in 1771 by the Dixons of Dunbarton, to supply the glasswork they had set up in their own town.

But it was the exploiting of the rich seams of clayband ironstone in the Clyde valley which gave the great stimulus to mining and other industries. As early as the year 1737 there was in Glasgow a factory called the Nailree, for the manufacture of spades, hoes, axes, and similar articles, most of which were exported to the American Colonies; but most of the iron used was brought from abroad, and the whole export was only worth £23,000 a year.

Furnaces for smelting iron with wood charcoal had been set up at Bonawe, on Loch Etive, in 1750; but it was not till 1760 that the first great works for smelting iron by means of coal were founded at Carron by Roebuck of Sheffield. Twenty-six years later Thomas Edington founded the Clyde Ironworks on the riverside above Glasgow as a sort of relief

establishment. An enormous impetus was given to the enterprise by the discovery by Robert Mushet, in 1801, of the rich seams of clayband ironstone in the Clyde valley. Forthwith many other great ironworks sprang up to convert the black treasures to the use of man. A relative of the Dixons of Dunbarton set up the Govan Ironworks, to the south of the city; the Bairds built their great furnaces at Gartsherrie; and the firm of Merry & Cuninghame erected theirs at Glengarnock.

In 1828, it occurred to James Beaumont Neilson, manager of the Glasgow Gasworks, that the ore might be more quickly smelted if the furnaces were fed with a hot blast of air instead of the ordinary cold atmosphere that had been allowed to feed them up till that time. This allowed the furnaces to be fired with coal instead of coke, while with less than half the fuel they produced one third more iron, and that of better quality. Still later, other improvements were effected. For three-quarters of a century the whole countryside was lit up at night by the leaping flames which sprang high into the air from the tops of the huge furnaces, and poets of the day made use of the weird sight in their descriptions. Alexander Rodger paid a compliment to Colin Dunlop, owner of Clyde Ironworks, on the subject. He wrote:—

"The moon does fu' weel when the moon 's i' the lift,
But oh! the loose limmer tak's mony a shift,
Whiles here, and whiles there, and whiles under a hap—
But yours is the steady licht, Colin Du'lap!
Na, mair—like true friendship, the mirker the night
The mair you let out your vast columns o' light;
When sackcloth and sadness the heavens enwrap,
'T is then you 're maist kind to us, Colin Du'lap."

Alexander Smith also described the great flare as seen from a distance:—

> "The wild train plunges in the hills,
> He shrieks across the midnight rills;
> Streams, through the shifting glare,
> The roar and flap of foundry fires
> That shake with licht the sleeping shires;
> And on the moorlands bare
> He sees afar a crown of light
> Hung o'er thee in the hollow night."

At length, however, it was seen that a vast waste was going on in throwing all that light and heat and fuel into the air. The tops of the furnaces accordingly were covered in, and the gases and heat and other products turned to account. These changes were of vast moment, and greatly quickened and cheapened the smelting of the iron ore.

For many years now the richest seams of ironstone in this region have been exhausted, and ore has had to be brought from Cumberland and Spain to feed the furnaces; but before that time the great iron industry of the West of Scotland had become firmly established, and north and south and east of the city there are foundries and forges which employ many thousands of men, and produce all sorts of forgings and castings, from the tiny shuttle of a sewing-machine, to the mammoth gun of a modern battleship.

It is that plentiful supply of iron, again, which has made possible the wonderful shipbuilding industry of the Clyde, the greatest in the world.

At first, of course, the ships built in the yards upon the river were of wood, and one may still see, for a mile or two on the mud-flats above Port-Glasgow, the staked enclosures in which the great

rafts of logs used to lie for a year or more, "seasoning" for the work of the shipbuilders. So long as ships were chiefly moved by sails they continued mostly to be built of wood. But with the coming of steam as a propelling force the use of iron became more and more necessary. The first canal boat built of iron plates, and put together with iron rivets, was the *Trial*, constructed in Lancashire in 1787, by an ironfounder, John Wilkinson. But it was thirty-three years later before the example was followed in the north. The first iron vessel built in Scotland was the *Vulcan*, constructed by Thomas Wilson at Faskine, near Coatbridge, on the bank of the Monkland Canal. It was launched on 14th May, 1819, and began to ply with passengers between Port Dundas and Falkirk on 15th September. It was 61 feet in length, 11 feet beam, and 4 feet 6 inches in depth—a striking contrast to the *Lusitania*, launched on the Clyde eighty-eight years afterwards, which was 785 feet long, and drew 29 feet 6 inches of water.

It was, of course, some time after the launch of the little *Vulcan* before iron shipbuilding became general. The first iron steamer that sailed on the Clyde was the *Fairy Queen*, built by John Neilson of Oakbank in 1831. The tiny vessel was constructed at Port Dundas, and afterwards carted to the river. In 1841 Robert Napier added iron shipbuilding to his engineering business. He took some acres of land at Govan, and the first vessel built in the new yard was the *Vanguard*, a paddle steamer of 700 tons, launched in 1843. From that yard also were launched the first iron vessels ever built for the British Navy—three small gunboats; also the first ironclad ever built, the *Black Prince*, a vessel of 9400 tons. But this is a trifle compared with the mighty "Dreadnoughts"

now launched upon the waters of the Clyde. In the year 1907, there were launched from the various shipbuilding yards on the river 520 vessels, of 619,919 tons, and 668,527 horse-power.

All this stands in strange contrast with the state of things in 1636, when, as M'Ure, the first Glasgow historian, tells, William Simpson built two ships at the Broomielaw and brought them down the river in the time of a great flood. Simpson's ships were what would get the name of "gaberts" now. They were probably not so large as some of these small coasting sloops.

Still another revolution in shipbuilding was begun in 1879, when the Allan liner, *Buenos Ayrean*, was built at Dunbarton of mild steel. This meant a greater advance in shipbuilding than even the change from wood to iron sixty years before. The soft, malleable, tough metal is much stronger than iron, and larger vessels can be built with much less weight of material.

Of late, also, with the invention of triple and quadruple expansion engines, and still more recently of the steam turbine by the Hon. C. A. Parsons, the power and speed of vessels has been greatly increased, and preparations have been made for the accomplishment of still greater wonders in the shipbuilding yards and engineering works of the Clyde in the days to come.

The Great Sea Liners

We have seen how, as early as 1636, Glasgow was a shipbuilding place, when William Simpson built his two vessels at the Broomielaw, and traded with

them to Flanders, Poland, France, and Dantzic. Also, in the chapter on "The Beginnings of Trade", we have seen how, in Cromwell's time, the city's few boats traded to Ireland, Norway, and France with coal, herring, and salt.

Not many years later came the Glasgow Whale Fishing Company. Its two best ships, the *Lyon* and *Providence*, built at Belfast, were of 400 and 700 tons respectively. Next there were the Andersons of the Dowhill and their partners, who owned the good ship *Providence*, and were the first to import sherry sack to Glasgow from Spain. And just before the Revolution there were Walter Gibson and his partners, who owned at least three ships which they employed in regular trading abroad, importing iron direct to Glasgow for the first time. This was followed by the Darien Company, in which Glasgow held so large a share, and which no doubt intended to carry on a line of ships. In 1718, again, the first Clyde-built Glasgow-owned ship to sail for the colonies beyond the Atlantic was put together at Crawfordsdyke.

Then came John Glassford of Dougalston, who bought the great Shawfield Mansion in 1760, and who, as already said, was reputed to have a fleet of twenty-five ships and their cargoes, all his own, upon the seas at one time.

After John Glassford appeared the great Kirkman Finlay, who was the founder of Glasgow's Indian trade. No sooner was the monopoly of the old East India Company broken, and trade with our great possession in the East thrown open, than he pushed in to turn it to account. The *Buckinghamshire*, of 600 tons, which he freighted for Calcutta in 1816, was the first ship to sail direct from the Clyde to India.

But a still more interesting enterprise stands to his name. The great Napoleon's Berlin Decrees had made it illegal for any countries of Northern Europe to buy British goods. In this way the dictator thought to ruin British trade, and accomplish by craft what he could not by war—the surrender of this country. But Kirkman Finlay met this plan by organizing a complete system of running the blockade. He had a depot at the little island of Heligoland, and agencies within Napoleon's lines. It was a bold and risky game, but the profits were immense, and when Napoleon at last had to give up, as a failure, the attempt to "corner" Britain, Kirkman Finlay had made a great fortune. He bought a splendid mansion in Queen Street and the beautiful estate of Toward in Cowal. He became Provost of the city, and his statue stands in the Merchants' House.

Owing to the position of the Clyde, however, the chief shipping trade of Glasgow is naturally that with the United States and Canada, and the growth of the great lines of ships which carry on that trade is therefore of special interest. The story of one of these lines may serve as an example.

During the Duke of Wellington's campaign against the French in the Peninsula one of the vessels engaged in carrying out supplies was a little brig, the *Jean*, of 73 tons. Its young captain was a native of Saltcoats, Alexander Allan by name. When the war was over he had to find new employment for his vessel, and he advertised that he would carry cargo from Greenock to Quebec. He sailed on his first voyage out on 5th June, 1819, and so successful was the venture that he began to buy other and larger ships. In eight years he had six vessels,

all of them larger than the *Jean*, and was carrying on a regular service between the Clyde and the St. Lawrence. The ships were clippers, timber-built and copper-sheathed, of from 300 to 400 tons. They managed each to make at least two runs every summer, while the St. Lawrence was clear of ice; and besides cargo they carried out numbers of passengers, the first of that great stream of emigrants which has made a new Britain beyond the seas.

Captain Allan had five sons, two of whom settled in Montreal, and took up the management of the business there, two had charge in Glasgow, and one in Liverpool. Then as iron came into vogue the wooden ships were sold, and iron sailing vessels took their place. These packets were noted for their fast passages; one of them, the *Romsdal*, once did the voyage from New York to Liverpool in twelve days; and another, the *Gleniffer*, during one St. Lawrence season managed four trips from Glasgow to Montreal and back. Steam, however, had meanwhile come into use. In 1853 the Allans made an agreement with the Canadian Government, for an annual payment of £24,000, to build a fleet of steamers and run a mail service fortnightly to Quebec in summer and monthly to Portland in winter. The first steamer of the line was the *Canadian*, of 1765 tons, and she was followed by the *Indian*, the *Anglo-Saxon*, and the *North American*. The vessels first built for the enterprise were taken up for the transport purposes of the Crimean War, but in 1856 they entered upon the Canadian mail service, which became a weekly one three years later, and now the firm runs a weekly steamer to Canada from three different ports—Glasgow, Liverpool, and London. The vessels, too, have become

ever larger in size, till they are now of nearly 11,000 tons. The latest of them, the *Victorian* and *Virginian*, a few years ago, were the first ocean-going vessels to be fitted with turbine engines. And the Allan line now consists altogether of twenty-seven vessels. While these particulars are being written the "Allan Line" have in contemplation the building of steamers of about 25,000 tons and over 22 knots speed for the Canadian mail service.

Another Glasgow fleet is interesting as the direct successor of those early craft—wherries and gaberts or sloops—which for centuries carried on a trade between the Broomielaw and the Western Highlands. These sloops were reinforced in 1812 by Henry Bell's steamer *Comet*, which plied to Helensburgh and Dunoon, and later to Tarbert, Inveraray and (*via* Crinan) to Oban, Fort William, and Mull. The trade was afterwards carried on by Messrs. Thomson & MacConnell under the name of the "Castle Line", till 1842, when it was taken over by the Messrs. G. & J. Burns, of Cunard fame. At that time the river steamer traffic from Glasgow to the summer resorts on the Firth of Clyde was at its height, and these owners made an attempt to get possession of the whole river-steamer traffic. They reduced the passenger fares till one could travel to any of the watering-places on the Firth for twopence. This attempt, however, did not succeed. In 1851 the Messrs. Burns, finding that their whole attention was required for their Cunard interests, and their steamers from Glasgow to Liverpool and Belfast, transferred their West Highland business to Messrs. David Hutcheson & Co., of which firm their nephew David MacBrayne was partner.

Then a new era began, for David Hutcheson & Co.

sent their steamers to all the ports and islands on the west coast of Scotland, and were the means of bringing prosperity to many a far-off spot. This great service was acknowledged when the senior partner, David Hutcheson, died, for a monument to him was set up on Kerrera Island in Oban Bay.

Meanwhile the firm had put a succession of superb steamers on the Firth of Clyde. The first *Iona* was launched in 1855, and ran for seven years. In 1862 she was sold as a swift steamer to run the blockade in the American War, but she never got away from the Clyde. After having her compasses set in the Gareloch, she was crossing to Gourock Bay without lights when she was run down by the new screw steamer *Chanticleer*.

Next year appeared *Iona No. 2*, but she only ran for a single summer, for she, too, was sold for a blockade runner, because of her speed. On her way out to America she was lost in the Bristol Channel. Then, in 1864, *Iona No. 3* was put upon the Firth, and she is running yet. Finally, the whole enterprise, in 1879, passed into the hands of Mr. David MacBrayne, under whose direction the magnificent palace-steamer *Columba* had been added to the fleet. In 1905, Mr. David Hope MacBrayne, son of the last-named, acquired the business, and formed it into a private Limited Company, which has added several new vessels, so that the flotilla to-day numbers some thirty-five steamers, and plies to all the Hebrides.

Roads, Canals, and Railways

Down to the middle of the eighteenth century the roads in Scotland were scarcely worth the name. The ancient Roman "streets" had for the most part long ago been ground to dust, and the King's highways were mere bridle-tracks, sloughs of unknown depth in winter, and earthen lanes rutted axle-deep even in the summer droughts. So bad was the Dunbarton Road, even in 1750, that manure was sent from Glasgow to Scotstoun by boat rather than by cart; and the streets of the city itself in 1769 were so badly made that a horse could draw no more than 8 cwt. of coals at a time. The ordinary cartload to-day is 24 cwt. At Cardross in 1763 a cart was a wonder that people flocked to look at. The famous Simon, Lord Lovat, took twelve days to travel in a coach with six great horses from Inverness to Edinburgh; and in 1757 Yates's wagon took three weeks to perform the journey from Glasgow to London. Hackney coaches were only started in London in 1634, by the famous Hobson, whose name is commemorated in the saying, "Hobson's choice", and though in 1678 a proposal was made to start a stage-coach service, with "a strong coach and six able horses" once or twice a week, between Edinburgh and Glasgow, nothing more was heard of it. There was no suitable roadway between the cities for seventy years after that. People everywhere rode on horseback, ladies often on a pillion behind their husbands or a man-servant.

In 1749, after several failures, a covered "caravan" or springless cart was advertised to make the journey between Glasgow and Edinburgh in a day and a half.

In 1758 the first regular four-horse stage-coach began to ply between the two cities, making the journey of 42 miles in twelve hours, and it was not till 1788 that the pace was quickened. On 17th July in that year the first stage-coach direct from London came galloping along the Gallowgate.

The great improver of our roads was John Loudon Macadam, who was born at Ayr in 1756. He it was who invented the plan of laying a regular surface of "metal", or stones broken to a size, and it is from him that our modern highways take the name of "macadamized" roads. For a century after his time, however, the metal was left rough on the roads, to be slowly ground solid by the wheels of passing traffic; it was not till about 1880 that road-rollers were thought of to consolidate and smooth the surface.

In face of such difficulty in sending goods from one place to another by road it is little wonder that another means of conveyance came to be thought of. As early as the reign of Charles II, it had been proposed to cut a canal from sea to sea across Scotland, and again in 1728 the suggestion had been made, without result. But in 1761 Lord Napier had a survey and estimate made by Robert M'Kell, and so much interest did this excite that the Board of Trustees for the Encouragement of Fisheries and Manufactures of Scotland employed Smeaton, the famous engineer, to make another survey. In four days the people of Glasgow subscribed the sum of £30,000 for the work; and though their idea of a four-foot-deep canal never was carried out, another and stronger company was soon formed, and in 1768 the work of cutting the Forth and Clyde Canal was begun. Smeaton was the engineer, and the first

sod was cut by Sir Lawrence Dundas of Kerse. The depth was to be 7 feet, and the cost £200,000. But the money ran short before the canal reached Glasgow, Government had to give help, and it was not till July, 1790, that the work was completed from sea to sea. A branch from the canal was made to Glasgow, with harbour basins, granaries, and a village, which was named Port-Dundas.

A poet of the time celebrated the completion of the great work in some sounding lines:—

"Through Carron's channel, now with Kelvin joined,
The wondering barks a ready passage find;
The ships, on swelling billows wont to rise,
On solid mountains climb to scale the skies;
Old ocean sees the fleets forsake his floods,
Sail the firm land, the mountains, and the woods;
And, safely thus conveyed, they dread no more
Rough northern seas which round the Orkneys roar".

Meanwhile another great work of the same kind had been in progress near Glasgow. It was thought that a canal from the Monkland Collieries to the city would greatly cheapen the price of coal to the inhabitants and manufacturers, and in 1770 an Act of Parliament was got to allow of one being made. The ground was surveyed by James Watt, the improver of the steam engine, and the work went on till ten miles were completed. £20,000, double the amount of the original capital, had been spent, and no more money could be got. In 1789 the whole concern was put up to auction, and sold for some £500.

The purchasers were Messrs. William Stirling & Sons, and they at once proceeded to finish the work.

They made a channel between the Forth and Clyde Canal at Port-Dundas and their own basin at St. Rollox, and they extended the Monkland Canal to the River Calder, from which abundant supplies of water were to be had. But their chief work was the making of a great staircase of locks at Blackhill, to the north of the present Alexandra Park, where previously the coals had been lowered down a steep slope in boxes, and reshipped for the city. Altogether these new works cost about £100,000, but they served a very useful purpose, enabling ironworks to be started at Calder, Gartsherrie, Dundyvan, and Langloan. After this took place, from 1825 onward, the canal did a great trade. Stirling Road in Glasgow was the road made by William Stirling & Sons to give access to their canal basins at the foot of Garngad Hill in Castle Street.

Then we have already seen how a third canal was started by the Earl of Eglinton with the idea of carrying goods from Glasgow to his new harbour of Ardrossan. The Act for this was got in 1805, the work was begun in 1807, and though the canal was never made beyond Johnstone, it carried large quantities of goods, and many thousands of passengers. It had no locks, and the journey could be made on the express boats from Paisley to Glasgow in an hour. These boats carried as many as 423,186 persons in the year 1836.

But already by that time a still faster means of getting from one place to another was coming into use. By the beginning of the nineteenth century the roads of the country had been greatly improved, and several attempts were made to run steam carriages on the highways. One ambitious plan was that of David Napier, the Glasgow engineer. On his route

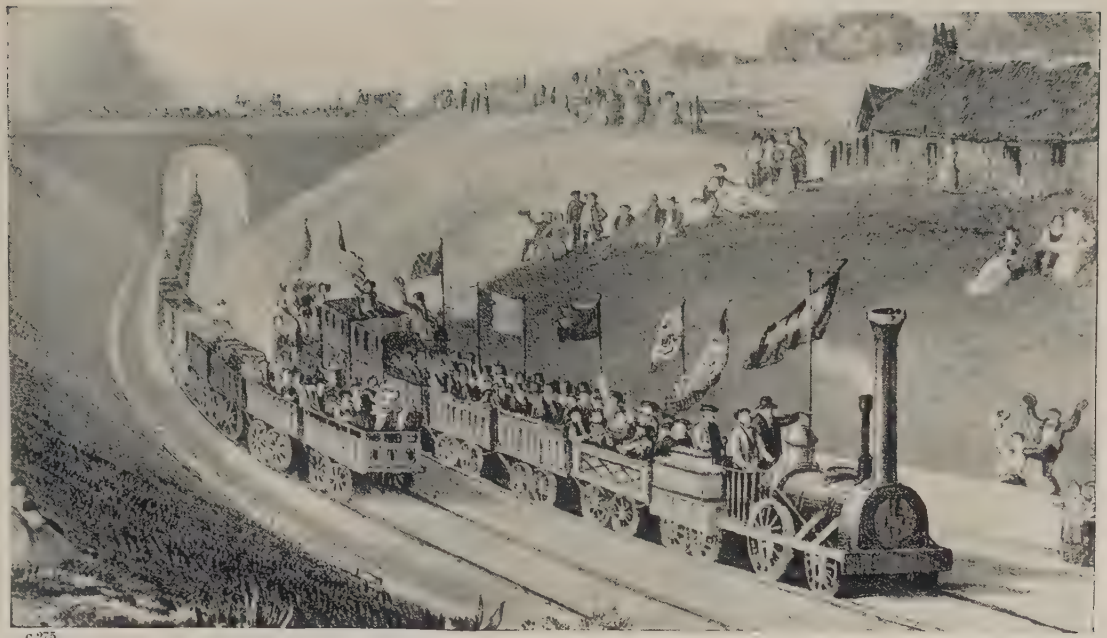
from Kilmun to Loch Eck, and from Loch Eck to Strachur on Loch Fyne, his plan was to carry passengers on steam carriages. These carriages, however, failed because the new roads were too soft, and the heavy wheels sank into the ground.

Another steam carriage ran for a time from George Square to Paisley. But the roadmen hated it, and put obstacles in the way. One day, on reaching the Halfway House, the engineer saw a bank of new metal, a foot high, across the road in front of him. Determining not to be stopped, he put on full steam, and rushed at the obstruction. But the road metal broke the bottom of the boiler, and a terrific explosion occurred, killing several persons. It was clear that steam carriages were not to be a success on the ordinary roads. The days of the modern motor car had not yet come.

There were, however, other kinds of road in use. As long ago as the days of James VI the coal wagons on the Tyne and Wear are said to have been run along flat wooden wheel tracks with a raised edge. By and by these wheel tracks were covered with sheet iron to make them last. About 1740 the tracks began to be laid on wooden cross-planks or sleepers. And the last improvement was made when the raised edges or flanges were taken off the rails, and placed on the wheels of the wagons as we see them to-day. In Scotland a tramway was in use at the coal mines of Tranent in 1745, and when John Dixon was brought from Newcastle to manage the Knightswood and Little Govan Collieries at Glasgow, in 1771, he seems to have brought the idea with him, for on the map of Glasgow of 1778, a wagon-way is shown from the pits to the coal quay at Springfield.

Then in 1802 Richard Trevethick patented his steam carriage, and two years later ran his first train on the Merthyr-Tydvil railway. George Stephenson followed with the Killingworth railway in 1814, and the Stockton and Darlington line in 1821. In the West of Scotland the earliest railway was that built by the Duke of Portland in 1812, to convey coal from his pits at Kilmarnock to the harbour he was building at Troon. Horses were used to draw the wagons, and when locomotives were tried in 1816 they were found to damage the rails. The first railway opened for traffic in the neighbourhood of Glasgow was the Monkland and Kirkintilloch line in 1826. It was a single line, 10½ miles long, intended for conveying coals, by horse haulage, from the Monkland pits to the Forth and Clyde Canal; but it was made double afterwards, and adapted for locomotives. In connection with this came the Ballochnay line, opened in 1828; and then came the Glasgow and Garnkirk Railway in 1831. This ran from Glebe Street in the Townhead to Gartsherrie; its passengers were conveyed mostly in open trucks; and a great feat was thought to have been performed when its engine, weighing 7 tons, drew a train weighing 145 tons the full distance of 8¼ miles in one hour and seven minutes.

Other railways soon followed. The Glasgow and Ayr Railway was opened in 1840, and the Glasgow and Greenock line in 1841, the tunnel of the latter at Bishopton alone having cost £300,000. The Edinburgh and Glasgow Railway, now part of the North British, followed in 1842, and the first part of the Caledonian Railway, from Glasgow to Beattock, in 1848. All these lines had a wonderful effect in opening up the country. Industries and villages



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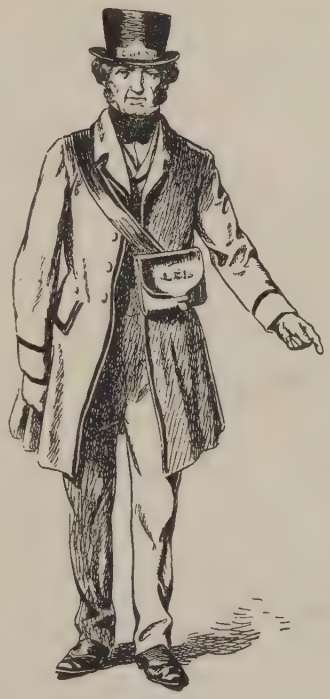
OPENING OF THE GLASGOW AND GARNKIRK RAILWAY, 1831

sprang up everywhere along their route, and the countryfolk had life made pleasanter for them by getting their needs supplied more easily from town.

Some of the early ideas of the railway makers were curious. The closed passenger carriages were built like the old mail coaches of the roads, and the guard, as in those old coaches, was perched in a little railed seat on the roof. It was thought impossible for locomotives with smooth wheels to climb hills at all steep; so the line to Edinburgh was made almost level, and the trains were hauled up the tunnel from Queen Street Station to that level at Cowlairs by means of a wire rope, and let down by heavy brake wagons. This arrangement only ceased in 1908.



Guard, Edinburgh and Glasgow Railway

Out of this great railway enterprise has grown one of the greatest Glasgow industries. The first engines for the Monkland and Kirkintilloch Railway were built by Murdoch & Aitken, off the Gallowgate, and the first for the Garnkirk line was made by Johnstone & M'Nab. They weighed, as has been said, about seven tons each—a striking contrast to the great engines of

to-day, which weigh with coal and water 130 tons. But they were pioneers. At the present hour the North British Locomotive Works at St. Rollox are the largest in the world, and beside them are the huge works of the Caledonian and North British Railway Companies.

How the City is Governed

To begin with, Glasgow was nothing more than a property of the bishops. We have seen how, in order to enable these lords to hold courts and administer justice, and to enable the people to carry on trade without paying dues to other authorities, such as the magistrates of Rutherglen, Renfrew, or Dunbarton, Bishop Jocelin, before the year 1178, had the place made a burgh of barony by King William the Lion. Next, how, in 1450, King James II, to secure the friendship of Bishop Turnbull, made the little cathedral city on his lands into a burgh of regality.

The bishops themselves only presided over the church courts. For the management of secular affairs they appointed certain officers. Over the barony and regality, we have seen, they set a bailie, usually some great noble like the Earl of Lennox, or the Earl of Arran, and over the city itself they appointed a provost and magistrates. Latterly, in the absence of the bishop, his bailie appointed the provost and magistrates. After the Reformation, however, the citizens began to think they should appoint their own magistrates, and before 1605 they got a letter from King James VI empowering them to do so; but it was not till 1641 that Parliament authorized the town council

to elect magistrates for itself, and not till 1689 that King William and Mary gave it the right to choose its provost.

Meanwhile in 1611, at the request of the Archbishop, the privileges of a royal burgh had been conferred on the provost, magistrates, and council. At that time the city got its chief revenue from mills on the Molendinar and the Kelvin, where the citizens were compelled to take their corn to be ground. The duties levied on goods coming in at the bridge, and at the tron, or weighing-place, were afterwards bought from the archbishop, and there were some small feu-duties from houses built on the town lands. Altogether the revenue of the city, in 1626, was £465, 11*s.* 1*d.* sterling.[1]

In those days the town council was composed entirely of members of the Merchants' House and the Trades' House, elected by themselves, and down to 1605, as we have seen, there were constant bickerings between the two bodies over questions of precedence; but in that year Sir George Elphinstone's Letter of Guildry, which was confirmed by Parliament, allotted to each its due share in the magistracy. Further, at the Revolution in 1688, the provost received the courtesy title of "my lord" and "the honourable". Down to 1801 the executive of the town council consisted of the lord provost, three bailies, the Dean of Guild, or head of the Merchants' House, the Deacon-convener, or head of the Trades' House, and the treasurer. In that year, however, two more bailies were added, one from the Merchants' House

[1] One of the privileges of the burghs from the earliest times was the power of levying a duty or tax upon goods carried into their bounds, or exposed for sale in their markets. In Scotland, instead of paying the full price for land the purchaser often agrees to pay interest, at a rate fixed for all time, on whole or part of the value of the ground. This is called a feu-duty.

and one from the Trades' House, making five in all.

This arrangement continued till 1846. In 1833 Parliament passed a Municipal Reform Bill, and in 1846 the boundaries of Glasgow were extended to include a number of places in the outskirts, such as Anderston, Calton, and Gorbals, which had come to have provosts and magistrates of their own. The whole city was then mapped out into sixteen "wards" or divisions, and the Town Council was appointed to consist of three members from each of these wards, to be chosen by voters who paid £10 of rent and upwards. These forty-eight councillors were elected for three years, and in addition there were the Dean of Guild and the Deacon-convener, elected by the Merchants' House and the Trades' House for one year each, but usually re-elected for a second year.

Since 1846 there have been several further extensions of the city, Hillhead, Pollokshields, Crosshill, and other districts have been included, and there have been re-arrangements of the wards. These now number twenty-six, and the Council, therefore, including the Dean of Guild and the Deacon-Convener, consists of eighty members. The Council elects its own Lord Provost, who holds office for three years, and it also chooses fourteen bailies, a river bailie, a deputy river bailie, and a bailie of Provan—the last a purely honorary but highly honourable post. The Lord Provost presides at all Council meetings, entertains the city's guests, and represents the city upon all occasions of ceremony. The chief duty of the bailies is to preside in the police courts and to assist the Lord Provost in entertaining the guests of the city. The Town Council is the city's parliament, in which the various measures for the management of the civic affairs are considered and resolved upon.

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Photo. Annan

GLASGOW TOWN COUNCIL IN SESSION, 1910

Since it would be impossible for the Council to overtake its business if it had to consider every little matter in detail, it appoints committees of its members, each with a convener, to take charge of departments. Thus one committee takes charge of the markets, another of the parks and galleries, another of the city's money affairs, and so on. Each committee submits its records and proposals, called "minutes", to the Town Council, which has the power to discuss and alter any point. In order to carry out its various plans, the Corporation procures Acts of Parliament from time to time. By this means it has obtained the power to levy rates for its various purposes upon the citizens, and also the power to borrow money for its undertakings. Thus to-day it owns property worth over £23,000,000, and has a debt of more than £16,000,000, while its annual revenue is nearly £4,000,000, and to carry out its work it has an army of officials and servants upwards of 15,000 strong.

At first the Corporation had the entire management of the affairs of the river and harbour. But in the nineteenth century, when Acts of Parliament required to be obtained, money required to be borrowed, and great works had to be undertaken, the Town Council formed itself into a separate body for the purpose, under the name of the Clyde Navigation Trust. In later years, however, it was felt that the people more immediately interested—merchants, shipowners, shipbuilders, and the like—should have more voice in this undertaking, and accordingly in 1905, a Clyde Navigation Constitution Act was passed through Parliament, and under this the Town Council sends ten representatives, including the Lord Provost, to form part of the management. From first to last some £8,000,000 sterling has been spent

on making and improving the harbour, and the Trust has in consequence a debt of about £6,000,000; but its revenue, which was only £8 in 1752, and £1044, 10*s.* in 1771, is now over half a million sterling.

But besides being a civic corporation, Glasgow became, in 1893, for certain purposes, a county by itself. Of that county the Lord Provost is Lord-Lieutenant, and he appoints deputy lieutenants and justices of the peace. These justices hold certain courts, but their chief duty is the granting of licences for hotels, public-houses, and clubs.

The old courts of the bailie of the regality continued to be held in the Tolbooth three times a week till the middle of the eighteenth century. But after the Jacobite Rebellion of 1745 these courts were abolished, and in 1748 the sheriff courts took their place. The sheriffs are appointed by the Crown.

A separate body is the Parish Council, which has the care of the poor of the city, and levies rates both for this purpose and for the School Board, which intimates the amount it requires for educational purposes each year. A large part of the city, however, beyond the Kelvin on the west and beyond Gorbals on the south, lies in the parish of Govan, which has a separate parish council and school board of its own. This is described in the following chapter.

Down to 1832 the people of Glasgow had no vote in the selection of a member of Parliament. Certain delegates from the Town Council had a part, along with delegates from other three burghs, Rutherglen, Renfrew, and Dunbarton, in choosing a member. But after great agitation, in which Glasgow took a conspicuous part, the Reform Bill was passed in

1832, and Glasgow became entitled to send up two members of its own, chosen by the direct votes of the people. The number of members has been increased twice since then, and now the city sends seven representatives to Parliament — one for each of seven divisions, while Govan and Partick send members of their own.

Govan and Greater Glasgow

The first beginnings of "Greater Glasgow" were made in the year 1613. Till then the city included little more than a double line of houses winding down the sunny hillside, by High Street, Saltmarket, and Bridgegate, from the Cathedral and Bishop's Castle to the bridge across the Clyde at the Stockwell. But the townspeople had spent money and trouble in repairing the bridge and Cathedral, and to reward them King James VI added to the burgh the lands about Rottenrow. These lands, along the hill slope to the west of High Street, had been a possession of the Sub-Dean of the Cathedral, and under the separate rule of his bailie. From time to time, after that, one district and then another was annexed to the burgh. The villages of Gorbals and Anderston were among the earliest to be included, and Pollokshields and Maryhill and Kinning Park have been among the latest.

It is always an advantage to the city when new districts are added to it, for this means that there will be more people to help to pay the city rates, and that the city will have more influence in getting its wishes carried out. It is, at the same time, an

advantage to the districts annexed, for the city's water and gas is then supplied to them more cheaply, their roads, police, and scavenging are efficiently looked after, and, through the members they send to the Town Council, they can have public wants of all kinds properly attended to.

There are still, however, several great districts which are practically parts of Glasgow, but which prefer to keep their own separate existence, and are ruled by their own provosts, bailies, and councillors. The chief of these are the ancient burgh of Rutherglen (which is older, indeed, than the burgh of Glasgow itself), and the burghs of Pollokshaws, Partick, and Govan. The last two have each a population larger than that of many a separate city elsewhere. In 1901 Partick had 54,274 inhabitants, and Govan 76,351. Both of these burghs lie in the separate and far-spreading parish of Govan, which has an ancient and highly interesting story of its own.

No one can tell exactly how ancient was the village of Govan, with its church and salmon fishery on the bank of the silver Clyde, but some of the strange monuments in its churchyard date from early Celtic times, and in the *Scotichronicon* it is recorded that the British Constantine, having become a Christian, retired here in 565, and founded a monastery, and, after converting Kintyre and suffering martyrdom, was buried in his church at Govan. By David I of Scotland, when he restored the bishopric of Glasgow about the year 1120, the church of Govan with its tithes was given to the Bishop; and a few years later the lands of Partick were added by the same king. After the Reformation the church revenues of the parish were given to Glasgow University, which continued to enjoy them till 1826.

The parish of Govan had many interesting memories. There are traditions of King James V in disguise, as the Gudeman o' Ballengeich, visiting the old Ferry-boat Inn that still stands in the Waterrow at Govan Ferry; it was on the part of Govan

Drawing the Salmon Nets at Govan
From a drawing made in 1815

Muir close by the village of Langside that the same king's daughter, Mary Queen of Scots, saw her last army defeated in 1568; and for allowing a conventicle to be held in Haggs Castle in 1676, Sir John Maxwell of Pollok was imprisoned and fined £8000 sterling.

Till towards the close of the eighteenth century the chief industries of the parish were farming and weaving and salmon fishing. Sometimes the salmon

caught at Govan were so plentiful that, as they were being carted up the Ferry Road from the river, they could be seen slipping off the carts. At that time servants, when engaging themselves, used to stipulate that they were not to be required to eat salmon oftener than three times a week.

Govan and Partick were then quiet little villages of thatched cottages, with kailyards and pig sties, and with hens picking about the doors. The islands of Whiteinch and Waterinch lay in the river, and at the mouth of the Kelvin stood the ruin of the castle built early in the 17th century by George Hutcheson, founder of Hutcheson's Hospital, with above it, in the wooded hollow, the old Bishop's Mill that had been presented to the Baxters of Glasgow by the Regent Moray after the battle of Langside.

But a great change was soon to take place. In 1775 the population of the parishes of Govan and Gorbals was only 4389. In 1836 it had risen to 46,475. By that time Govan Muir had been made into fruitful fields, where great crops of potatoes were grown. Dixon's Ironworks were blazing day and night. There were great cotton mills in Tradeston, a cotton mill, a printfield, and a bleachwork in Partick, and a silk factory in Govan.

Greatest of all was the change on the river. Doubtless the salmon fishers were much annoyed when, early in the year 1812, the little steamer *Comet* began to ply. The waterway was then so shallow that even at high tide the little vessel sometimes grounded on the shoals below Govan. When she did so the men "just stepped over the side and rushed her across the shoal". The river, however, was rapidly deepened, the first dredgings being used

to fill up the channel between Whiteinch and the northern bank, and by and by another sound began to be heard in Govan—the hammering of the shipbuilders.

The mighty shipbuilding industry was started and carried on by a succession of famous men. Robert Napier, its founder, began life as a blacksmith, and helped Henry Bell to build the *Comet*. Charles Randolph, to begin with, was his apprentice. David Elder was first a workman in Clark's Mills in Paisley, and his son John Elder was a Glasgow High School boy, while Sir William Pearce got his training in the Government dockyard at Chatham. In the yards at Govan, founded and carried on by these men, ever larger and larger ships were put together, till the shipbuilding industry of Govan and the Clyde was recognized as by far the greatest in the world.

With all this industry and enterprise the little village of Govan grew to be a great town, and by the wish of its inhabitants it was in 1864 made a burgh with regular magistrates and officers. To-day, according to population, it is the fifth largest burgh in Scotland. At the same time its sister village, Partick, on the opposite side of the river, has had almost a similar history, and is now a great burgh with its own provost and magistrates, thriving by the same shipbuilding and engineering enterprise.

The Parish of Govan, however, which includes both burghs, still stretches far to the north and south and east of them. Its School Board is the third largest in Scotland, being exceeded by those of Glasgow and Edinburgh alone. The Board has thirty schools, with a staff of over nine hundred teachers, and a roll of some thirty-four thousand pupils. In one matter at least this Board has gone

further than any other in the country—at eight of the schools it has swimming baths, and the pupils from all the schools are taught this very useful and healthy art.

Glasgow's Municipal Enterprises

In early times the people of Glasgow, like the people of all other communities, depended very much on persons in authority to do things for them. The king or the archbishop or the earl built their bridges and churches and mills, judged between them in disputes, and defended them from thieves and wrong-doers. But after the Reformation the citizens were forced to rely more and more upon themselves, and in course of time have developed a wonderful faculty for carrying out great undertakings.

One of the first needs of the city, when it came to have to look after itself, was the keeping of order in the streets, and the prevention of rioting and theft. At first the citizens themselves kept watch and ward by turns, and the plan served very well when the burgh was small. But by and by, when the time of the merchants became more valuable, they felt it a hardship to waste it in this way, and were allowed to pay substitutes to take their place. In 1779 and in 1789 the Town Council tried to set up a regular body of paid constables, but the people, fearing the cost, strenuously opposed the idea, and it was given up for the time. The city then had a population of about 50,000. It was divided into four districts, and thirty-six burgesses went on guard every night, all male citizens between eighteen and sixty, who

paid rents over £3, being called to take duty in turn.

But in the year 1800, when the Corporation was having an Act passed to include the lands of Ramshorn and Meadowflat and a new part of the Green within the royalty, powers were got to set up a regular system of police, as well as to undertake the paving, lighting, and cleansing of the streets, and the organizing of a fire brigade. A special board was appointed to manage these matters, and the expense was to be paid for out of public rates. This arrangement lasted till 1877, when the whole police management was taken over by the Town Council. To-day the police force of Glasgow forms a small army of well-disciplined and vigilant men, who maintain order throughout the city night and day.

Old Glasgow Costume: Policeman

Another body organized to protect the property of the citizens is the Fire Brigade. Again and again during its early history Glasgow was the scene of tremendous fires. The thatched roofs of the houses, and the closed wooden galleries which the citizens built out in front of their dwellings, helped these fires to spread, and made it almost impossible to extinguish them. The great fire of 17th July, 1652, destroyed nearly one-third of the entire city, rendered a thousand families homeless,

and cost £100,000. It was after that disaster that the first beginnings of a fire brigade were made in Glasgow. Ladders and buckets and hand-pumps were the machinery, and the ringing of the town's bell summoned the burgesses to help. It was not till 1870 that the first steam fire-engine was got, and not till three years later that the brigade possessed horses of its own, while up till 1878 the work depended on police and emergency men. In that year, however, a permanent brigade was established, which now numbers over 150 men, and electric fire alarms were fitted up throughout the city. In 1907 motor fire engines were introduced, and now, within five seconds of the ringing of an alarm, the engine, loaded with men, is on the street and away to the scene of the fire.

In many places the chief difficulty of a fire brigade is the securing of a sufficient supply of water. But Glasgow is amply provided with this necessity. In 1775, owing to the growth of population, it began to be found that the water supply from wells and burns was running short, and the Town Council ordered an engineer to search round the city for fountains, springs, and other sources of supply. At later dates it was proposed to bring water from the Forth and Clyde and Monkland Canals and the Garngad burn, and in 1800, schemes were considered for pumping supplies from the Clyde. Nothing was done, however, till William Harley in 1804 set up his tanks in Bath Street, and sold water through the city by means of a cart. Two years later the Glasgow Waterworks Company began pumping water from the Clyde at Dalmarnock, and sending it through the city by means of pipes, and in 1807 the Cranstonhill Waterworks

Company were authorized to do the same at Anderston Quay and supply the suburbs. These companies united in 1838, taking all their water from Dalmarnock. Then in 1846 the Gorbals Gravitation Water Company was formed, to bring water from the Brock burn near Mearns, and supply the districts on the south side of the river.

Already, however, it had begun to be thought that the city itself should control the water supply. In 1855 accordingly the water companies were bought up, and arrangements were made for bringing water from Loch Katrine. In 1859 the work was completed, and Queen Victoria turned on the new supply. This was the first modern aqueduct of the kind, though not the first in Scotland, the King's Mill Lade, which conveys water from the Almond to Perth, having been in existence from at least the days of Alexander II. The length of the Glasgow aqueduct is 34½ miles. In comparison, the Aqua Claudia, Anio Novus, and Aqua Marcia of ancient Rome were 42½, 54, and 57 miles long respectively, the aqueduct from Loch Talla to Edinburgh measures 35 miles, that from Lake Vyrnwy to Liverpool 67 miles, that from Wales to Birmingham 73½ miles, and that from Thirlmere to Manchester 93¾ miles. A second aqueduct was made from Loch Katrine after 1885. Loch Arklet is being added as a further reservoir, and the supply to the city is now 110,000,000 gallons per day.

Next to water perhaps lighting is the chief public need of a city. To-day, with our streets and houses brilliantly lit with incandescent gas lamps and electricity, we seem a long way from the candle and cruizie devices of our forefathers. Yet it was only in 1780 that the Town Council of Glasgow

began the lighting of the city by ordering nine oil lamps to be hung along the south side of Trongate. Lighting by coal gas was the invention of William Murdoch, who was born at Bello Mill, Cumnock, in 1754. In 1807 gas lamps were first used for lighting a public thoroughfare, in Pall Mall, London. It was ten years later before Glasgow took the matter up. In 1817 the Glasgow Gas Light Company was formed, and next year the streets and houses began to be lit. In 1843 another company, the City and Suburban, was started, and the two companies competed till 1869, when the Corporation took over their works. In 1891 it also took over the business of the Partick, Hillhead, and Maryhill Gas Company, and now it has four huge works, at Dalmarnock, Dawsholm, Tradeston, and Provan. Altogether some three and a quarter millions sterling have been spent on the enterprise.

In 1883 an attempt was made by the Dynamitards to wreck the city by blowing up one of the great gas-holders at Tradeston. But, though the south side of the city was plunged in darkness for a short time, no great damage was done.

Electric lighting was introduced to the city in 1879, when the British Electric Company, Ltd., began the lighting of St. Enoch Station, and Messrs. Crompton & Co. lit the station at Queen Street, while Messrs. Muir & Mavor undertook the lighting of the General Post Office in George Square. Nine years later Messrs. Muir, Mavor, & Coulson, Ltd., set up works in Little Hamilton Street, off John Street, to supply electric light to the city. But the Corporation now saw that electricity had come to stay. In 1892 it took over the business, and next

year the lighting of some of the streets with arc lamps was begun. In 1899 the works of the Kelvinside Electricity Company were taken over, and now the city has huge generating stations at Port-Dundas and Pollokshaws Road, and at least a million and a quarter sterling has been spent upon the undertaking.

One of the oldest enterprises of the city, on the other hand, is the provision of markets. In 1634 the horse market was removed to the Townhead, the market for salt, corn, lint, and hempseed placed in High Street, above the College, and the meat market removed from Blackfriars Kirkyard. In 1642 the town constructed a flesh market at the end of Trongate, and we have seen how at an early date the cleanness and convenience of the city markets excited the admiration of visitors. In 1754 markets for fish, cheese, mutton, and beef were built in King Street, and they are described as being well paved with freestone, with walks about them, roofs overhead, and pump wells for clearing away the filth. To-day the city has nine markets, including several slaughter-houses and markets for the sale of birds, dogs, and old clothes.

The Corporation also undertakes the cleansing of the city. We are far now from the time when there was a reeking midden in front of every door. Attempts at cleanliness, however, were early made. In 1647, when the plague ravaged the city, *a second horse* was got for scavenging the streets. But it was only in 1800 that the city undertook the task. Till 1868 the work was let to contractors, but after that the Corporation set up a Cleansing Department. Till 1899 most rubbish was thrown into closed ashpits behind the houses, where poor "midden-

rakers" groped for rags and suchlike treasures. But since that date all refuse has been placed in covered bins and carted away every morning. None of this is wasted. The rags, paper, glass, bones, iron, &c., are sold to manufacturers, the manure goes to the city's country estates, or is sold to farmers, and the absolute rubbish is burned and the clinker from the furnaces sold for the making of concrete. It is a pleasant sight to see the city's farms at Robroyston and elsewhere, where bogs have been turned into fertile fields by the use of the city's waste.

Not less interesting are the city's sewage purification works at Dalmarnock, Dalmuir, and Shieldhall. For ages all the liquid filth of Glasgow was allowed to run into the river, and the once clear salmon stream became during the nineteenth century nothing better than an evil-smelling sewer. In 1898, however, the Dalmarnock works were opened; the Dalmuir works followed later; and with the opening of the works at Shieldhall in May, 1910, the system became complete. At these works the impurities are filtered and precipitated from the sewage, and while they are mixed with lime and sold to farmers for manure, the water part runs almost pure into the river. Before long, it seems likely, we shall see salmon coming up to the Broomielaw again.

Glasgow also provides for the people baths and washing houses, model lodging-houses, art galleries, and museums; it keeps up a large number of beautiful parks, from the old Glasgow Green in the heart of the city, to the lovely Rouken Glen four miles away, and the wild Ardgoil Estate on the shores of Loch Goil and Loch Long. It has also a noble central reference library containing some 200,000

volumes for the use of the citizens, with fourteen district lending libraries in different parts of the city.

But perhaps its most useful enterprise of all is the great tramway system, which has quickened business amazingly in the heart of the town, and carried life into the country for many miles around. Till 1872 the chief public means of getting from place to place in the city and outskirts was by means of two- and three-horse omnibuses, which rattled over the coblestones at about five miles an hour. In that year, however, the city laid down iron tramway lines through the streets. These were leased to a company which ran horse cars upon them. Then in 1894, when the company's lease expired, the Corporation started cars of its own. Four years later, electric traction was tried on the line to Springburn, and so successful did this prove that after two months' trial it was determined to use electricity on the whole system. One of the largest power stations in Europe was set up at Pinkston, on the Forth and Clyde Canal, with five sub-stations in different districts of the city. From these the electric current runs through overhead wires along all the tramway routes, and the great cars draw their power from it, and carry their passenger loads in a never-ceasing stream swiftly and with wonderful cheapness up hill and down dale in all directions. The fares above the halfpenny one are less than a halfpenny per mile. Altogether, in 1909, the city had spent upon its tramways £3,145,575, it owned 178⅝ miles of single track, its cars ran 20,766,722 miles, and they carried 226,948,290 passengers in the twelve months.

The Schools of Glasgow

The earliest school in Glasgow of which there is any record was the song-school in connection with the Cathedral. As early as 1427, we find, boys were paid and trained to help the men singers in the services. The song-school was on the north side of the Cathedral, and of course the boy choristers must have been taught Latin as well as music, to be able to sing and chant the Latin liturgy. After the Reformation it is clear that the teaching of singing was kept up, for at the visit of James VI to the city in 1600, we have seen how John Buchan, teacher of music, was instructed to be upon the Cross with all his singers to welcome the King.

At the same time we know there was a grammar school in Glasgow from an early date. In 1591, the Kirk Session gave orders that a place be set apart in the Cathedral on Sunday for "the grammar-school bairns". While the University settled on the ground of the old Blackfriars monastery on the east side of High Street, the Grammar School was settled on the ground of the Greyfriars monastery on the west. In those days it was in charge of the Town Council, and in the nineteenth century it was removed first to upper John Street and afterwards to Elmbank Street, where it thrives as the Glasgow High School of to-day.

From an early date, also, there appear to have been private schools carried on. In 1663 no fewer than fifteen persons, of whom nine were women, were authorized by the Town Council to carry on "Scots Schools" in the city, on condition that they obeyed the laws. There were also at that time schools of

dancing and deportment. In 1674 a Mrs. Cumming, teacher of manners, threatened to leave the town because she did not have pupils enough, and, to induce her to remain, the Council agreed to pay her rent so long as she continued teaching. And in 1699 one John Smith was "allowed and permitted" by the magistrates and Town Council "to teach dancing within this burgh". Not less interesting, either, was the provision made a few years later for practical training of an industrial kind. In 1731, the commissioners for improving manufactories ordered the building of a school for teaching girls to spin flax into fine yarn for thread or cambric, and the Town Council provided it with a mistress and spinning-wheels and reels.

A few years after the Union, also, a grant of £10 sterling per annum was made to a Mr. Lochhead to defray the loss of articles made and unsold in the course of his teaching cookery classes.

By such means education was carried on in Glasgow down to the second half of the nineteenth century. We have seen how Anderson's College was founded in 1796 by James Watt's friend, as a kind of continuation school for working men and women, and was followed by the Mechanics' Institution in 1823, the Athenæum in 1846, and Allan Glen's School in 1853. In 1837, there was erected in Cowcaddens by the Church of Scotland a Normal Seminary, for the training of teachers, male and female. It had schools attached for the practical work of teaching, and has had a most distinguished career as a teachers' college.

At the great church upheaval in 1843, known as the Disruption, when the Free Church came into existence, a new force of competition and rivalry came into the school life of the city. The Free Church

wished to have schools and colleges under its own control, and it not only set up a college with a principal and professors for the education of students from the University who wished to become Free Church ministers, but in 1846 it set up a Normal Seminary or teachers' college of its own near that of the Church of Scotland in Cowcaddens, and ordinary schools in connection with its churches throughout the city. At the same time Glasgow Academy was built to compete with the older High School.

But the greatest change came in 1871, when Government took up the education of the country, and set up a great new Department to manage the matter. Under the new law each parish elected a School Board, and the School Board had to build schools, supply teachers, and see that all children between the ages of five and fourteen attended regularly. All this was to be paid for by rates levied on the owners and occupiers of property. The Education Department also appointed inspectors to visit the schools, and if they reported that the schools were suitable and the children well taught, the Government made a grant of money to help the expense.

This is the arrangement still going on. It killed nearly all the old private schools, in which fees had to be paid by the scholars, for most people sent their children to the Board schools; but it made sure that all the children in the country should be taught reading, writing, and arithmetic. This was all the school boards were at first intended to do, but they afterwards arranged to provide more advanced education by means of evening classes and secondary schools. In these secondary schools Latin, French, German, Mathematics, Science, Painting, and Music are taught, and the "leaving certificates",

granted after passing their final examinations, are equal to the preliminary examinations at the Universities. A complete ladder, therefore, is now afforded the Scottish boy and girl to climb from the first beginnings of learning to the very top of educational achievement at the University or the Technical College.

The Growth of Art

The first beginnings of art, as of learning, in Glasgow, were owed to the Church. The beauty of architectural art was illustrated for all time by the carved splendours of the Cathedral itself; the beauty of colour harmonies was shown in its painted and embroidered vestments and altar cloths, and perhaps in its pictured canvases and stained-glass windows; and the beauty of music was made known at nearly every hour of the day by the sweet singing of the choristers at the services constantly carried on.

Even a hundred years after the Reformation, when the character of the services in the Cathedral changed, there seems to have been a strong love for music remaining among the citizens. In September, 1691, it was ordered that no one should go through the town in the night time, masquerading or serenading, or in company with viols or other instruments of music. At the same time, while objecting to serenading at night, the Town Council arranged with a certain Mr. Lewis, a French musician, that he alone should have liberty to teach singing publicly in the city, and he was even paid a yearly salary of £100 Scots, in addition to the fees from his pupils.

It was eighty-four years after that time before the

first organ was set up in a Glasgow church. This was in St. Andrew's Episcopal Chapel by the side of Glasgow Green, where an organ was set up in 1775. Because of the presence of this organ the church in which it was used was long known in Glasgow as the "Whistlin' Kirk". The city churches themselves were not allowed to have organs till much later, and when in 1807 Dr. Ritchie introduced a small one in St. Andrew's parish church, such an uproar was raised throughout the city that he was forced to have it removed after being in use only one Sunday.

Apart from the churches, however, there was musical enthusiasm in Glasgow. The famous James Watt, as we have seen, was not only a mathematical-instrument maker by profession, but a maker of musical instruments as well, which are said to have been perfect in tone and tune, though he himself did not know one note from another. There must have been a taste for music among the citizens, when they bought these. Watt also made at least four organs. One, a barrel organ, he made in Greenock, and left there on coming to Glasgow, and three he made in the city—one for his friend Dr. Black, one for a Mason's Lodge, and one for himself. All this was before 1776, when Watt went to Birmingham.

Then we know that in 1796 a society for the practice of sacred music was formed in Glasgow. The society bought an organ, and employed a choir-master, and held its practisings and concerts first in the Trades Hall, and after 1801 in a disused part of the Cathedral. Though the society died in 1809, its tradition has been kept up by a succession of public choirs and musical bodies, down to the Select Choir, and Choral Union, and Scottish

Orchestra of to-day, with their hundreds of performers, and their great concerts and festivals of music in the City Hall and St. Andrew's Hall, that rank among the finest in the United Kingdom.

The painter's art, again, had early encouragement in Glasgow. So long ago as 1670 the Town Council began a municipal collection of pictures by ordering from London portraits of Charles I and Charles II, to be hung in the Council-house at the Tolbooth, besides others already there, including a portrait of James VI and I, dated 1618. That series of royal portraits was continued down to the time of George III. Next, in 1854, Bailie Archibald M'Lellan bequeathed to the city the large collection of paintings he had formed, along with the fine suite of galleries he had built for it on the north side of Sauchiehall Street. Upon his death his affairs were found to be in confusion, but after much wrangling the city paid £29,500 for the galleries and £15,000 for the pictures. By and by other bequests of pictures and statuary were added, and in 1882 the Corporation Galleries were declared by H.M. Surveyor of Pictures to contain "the most interesting and valuable provincial public collection of such works in the Kingdom".

Next came the great Glasgow Exhibition of 1888. With the surplus of £46,000 from it, and a gift of £15,000 from the Lord Provost, Sir John Muir, the building of the present Art Galleries in Kelvingrove Park was begun, and these galleries were opened as part of the next great Exhibition in 1901. The city's art collections were removed to them, and have since been largely added to, till they afford one of the noblest representations of ancient and modern art in any provincial city of Europe. In

addition to what it receives by gift, the Galleries Committee itself spends £1200 a year on the purchase of works of art.

Glasgow has also, however, had an interesting history as a school of painting. In 1751 the famous printer, Robert Foulis, conceived the idea of setting up a great academy of the fine arts in the city, and he went abroad with a younger brother to secure models and teachers. He engaged a painter, an engraver, and a copperplate printer. Some of the foremost citizens supported the enterprise; the University let him have the use of several rooms for studies and a hall for exhibitions; and the Duke of Hamilton allowed him the use of his galleries for examples of famous pictures to copy from.

For a time the Foulis academy promised well. An exhibition was held, sometimes in the open air, on the King's birthday every year, which was the origin of all our modern picture exhibitions. Many pictures were sold; and some of the students became famous men. Among these were William Cochrane the portrait painter, David Allan, the Scottish Hogarth, and James Tassie, inventor and modeller of the well-known medallions called by his name. But Glasgow was not yet ready to become an art centre, and in 1775 the Academy of the Fine Arts closed its doors. Meanwhile, however, it had afforded a model for the Royal Academy established in London in 1768.

Nor were Foulis's ideas thrown away in Glasgow itself. Sixty years later Horatio MacCulloch and the future Sir Daniel Macnee were receiving their first support as artists from the employment given them by Lord Provost Lumsden in colouring children's picture books. Then came another school

of art, the Haldane Academy. At its rooms in Ingram Street, at the early morning and evening classes under Robert Greenlees, the first lessons were got by many young Glasgow men who to-day are among the most famous artists in the Kingdom. From Ingram Street many went to Paris, and from the studies there they brought back the knowledge which resulted in the appearance by and by of the famous "Glasgow School" of painters. Meanwhile the Haldane Academy and school of art flourished and grew, till to-day it is a great college on Garnethill with a staff of professors and thousands of students.

Dramatic art was encouraged at first in a somewhat humble way in Glasgow. The first Glasgow theatre is said to have been one built at the head of Burrell's Lane in High Street in 1750. The next was a temporary structure against the wall of the old Bishop's Castle, which was fitted up for dramatic purposes in 1752. The third was a building erected on the site of the present Central Station in 1762. It was burned by the fury of a religious mob twenty years later, when the celebrated actress, Mrs. Bellamy, lost all her wardrobe in the fire. There was also the City Theatre built by Anderson, the "Wizard of the North", on the old Glasgow Fair showground opposite the Court House at the foot of Saltmarket, which was burned in 1845. Sims Reeves and Barry Sullivan made early appearances on its stage. And in the same region was Miller's Adelphi Theatre, where Macready the great tragedian is said to have made his first appearance in Glasgow. Later still came successive Theatre Royals in Queen Street, Dunlop Street, and Cowcaddens, and in the last thirty years a host of other playhouses scattered throughout the city.

Glasgow Poets and Men of Letters

The city of Glasgow has a long and honourable literary record, which has been made the subject of many books. As long ago as the days of King James III it had Master Robert Henryson upon the rolls of its University, and it may have been during residence in the picturesque little bishop's city that he wrote some of his famous poems, like "Robene and Makyne" or "The Testament of Cresseid". Then there was Zachary Boyd, the redoubtable minister of the Barony Parish, who so boldly faced Oliver Cromwell on his visit to the city, and of whom many quaint stories are told. His best-known prose work is *The Last Battle of the Soul in Death*. He is said to have written it in 1626, when, on recovering from a serious illness, he found in his study, among his books, the winding-sheet that had been made ready to bury him in. His best poetical work is *Zion's Flowers*, a series of twenty-three stories from the Bible, told in verse. He was one of the clearest and most forcible of the prose writers of his age in Scotland.

Tobias Smollett, poet and novelist, spent his boyhood as a student at Glasgow University and as an apprentice with the Glasgow physician, Dr. Gordon. His *Humphry Clinker* describes many of the old notables of Glasgow in his time.

Next came the Glasgow bellman, Dougal Graham. After, as a pedlar, following the fortunes of Prince Charles's army, from its crossing of the Fords of Frew to the final disaster at Culloden, he wrote a rhymed *History of the Rebellion*, which is one of the most valuable accounts of that venture. He wrote in addition a humorous piece, "The Turnim-

spike", which Burns and Scott both greatly admired, with other amusing rhymes which have earned him the name of the Rabelais of Scotland. Most of his works he himself printed and sold as broadsides and chap books.

John Mayne, again, who began life as an apprentice printer with the famous brothers Foulis, was not only author of a humorous poem, "The Siller Gun," regarding his native town of Dumfries, but wrote the first poetical description of Glasgow itself, and a description of Hallowe'en that seems to have afforded a model to Robert Burns.

Joanna Baillie, authoress of *Plays on the Passions*, spent her girlhood in and about Glasgow; and James Grahame, author of *The Sabbath*, was Glasgow born. The story is told, how Grahame's previous poems had attracted no notice, and how, therefore, he kept the writing of *The Sabbath* secret, even from his wife. When the book was ready he took a copy home, and left it on a table. Returning a little later he found his wife reading it with deep interest, and when she at last looked up it was to say, "Ah, James, if you could only write like this!"

Greatest of all the Glasgow poets was Thomas Campbell. He was a son of one of the famous Virginia merchants who used to pace the plainstanes at the Cross so proudly in their scarlet cloaks. He became a student in the old College in High Street at the age of twelve, and was as noted for his wild pranks in the town and quadrangle as for his fine translations of the Greek poets in the college classrooms. Afterwards, when living as a tutor at Downie House on Loch Crinan, he received from his college friend, Hamilton Paul, the letter that suggested the writing of his most famous poem. Paul enclosed

some verses of his own on "The Pleasures of Solitude", and wrote: "We have now three pleasures by first-rate men of genius—the 'Pleasures of Imagination', the 'Pleasures of Memory', and the 'Pleasures of Solitude'. Let us cherish the 'Pleasures of Hope' that we may soon meet again in old Alma Mater." So Campbell began to write his "Pleasures of Hope".

In Glasgow University the famous Adam Smith was Professor of Logic, and afterwards of Moral Philosophy, before he retired to Kirkcaldy to write his great book *The Wealth of Nations*. For many of the instances of that book he was indebted to Provost Cochrane—he who was at the city's head when Prince Charles Edward paid Glasgow a visit. Among Smith's students in Glasgow, too, was James Boswell, author of the greatest biography ever written, the *Life of Dr. Samuel Johnson*.

Then came the young and brilliant John Wilson, the "Christopher North" of later days, with his tremendous powers at hop, step, and jump, and his wonderful ease in scribbling verse. There was John Gibson Lockhart, too, son of the minister of the Blackfriars Church, who was to become Sir Walter Scott's son-in-law, and write the life of that great man, the second greatest biography in the language.

William Glen, author of "A Wee Bird cam' to our Ha' Door", was a Glasgow man, and sleeps in the Ramshorn Churchyard; while Thomas Lyle, author of the well-known song "Kelvingrove", was a surgeon with a little shop near the head of High Street. Janet Hamilton, and William Motherwell, and Robert Pollok were all poets of note connected with the city, while one of its sheriffs was Henry Glassford Bell, author of the noble descriptive poem

on Mary Queen of Scots; and another sheriff was Sir Archibald Alison, author of the *History of Europe*.

More than one famous novel, too, owes its origin to the city of St. Mungo. In Auchinairn House, Mrs. Hamilton is said to have written her amusing *Cottagers of Glenburnie*, and Cowlairs House was the birthplace of Michael Scott, author of the famous story of West Indian life, *Tom Cringle's Log*.

In 1817, Sheridan Knowles settled in Reid's Court, Trongate, as a teacher of elocution, and there he wrote his *Virginius*, *Caius Gracchus*, and other plays which made him famous, while others were written during holiday months "in the sweet solitudes of Loch Ard". It was a great night in Glasgow when his *Virginius* was produced at the Theatre Royal in Queen Street. Its success brought the great Macready straight from London, and just two months later, on the appearance of the play at Covent Garden there, the curtain fell "amid the most deafening applause of a highly excited auditory", while Knowles himself sat in the pit with tears of joy streaming out of his eyes.

Twenty-five years later De Quincey, the famous opium eater, came to live in Glasgow, to edit *Tait's Magazine*, and lived in rooms in Renfield Street and Rottenrow. A quaint, strange little figure he was as he moved about the city streets. There was Charles Mackay, too, who came to Glasgow to edit the *Argus* newspaper a year later, and wrote his poems and told his tales in his pleasant cottage at Ibrox Holm.

Later still there was David Gray, the Keats of Scotland, who used to journey from Calton to spend golden evenings with another boy poet, Robert Buchanan, at 9 Oakfield Terrace, Hillhead, before the

two went off to seek fame in London. By mistake the pair travelled by different trains, and Gray, spending his first lonely night in London in the open air, caught the cold which sent him to his grave; while Buchanan, after many hardships, lived to be known as a great poet and novelist.

To the same period belonged Charles Gibbon and William Black. Both lived in Trongate before they went to London, and both got the first inspiration in Glasgow for the novels which afterwards brought them fame.

Among the array of poets and prose writers connected with Glasgow in the second half of the nineteenth century, Alexander Smith stands conspicuous as the author of the finest of all descriptions of St. Mungo's city, and interpretations of its spirit. This short account of the city may fittingly end with his poem.

Glasgow

Sing, Poet, 't is a merry world;
That cottage smoke is rolled and curled
    In sport; that every moss
Is happy, every inch of soil—
Before me runs a road of toil
    With my grave cut across.
Sing trailing showers and breezy downs—
I know the tragic heart of towns!

City! I am true son of thine.
Ne'er dwelt I where great mornings shine
    Around the bleating pens:

Ne'er by the rivulets I strayed,
And ne'er upon my childhood weighed
The silence of the glens.
Instead of shores where ocean beats
I hear the ebb and flow of streets.

Black Labour draws his weary waves
Into their secret-moaning caves;
But with the morning light
That sea again will overflow
With a long weary sound of woe,
Again to faint in night.
Wave am I in that sea of woes,
Which night and morning ebbs and flows.

I dwelt within a gloomy court
Wherein did never sunbeam sport;
Yet there my heart was stirred—
My very blood did dance and thrill
When on my narrow window sill
Spring lighted like a bird.
Poor flowers! I watched them pine for weeks
With leaves as pale as human cheeks.

Afar, one summer, I was borne;
Through golden vapours of the morn
I heard the hills of sheep:
I trod with a wild ecstasy
The bright fringe of the living sea,
And on a ruined keep
I sat and watched an endless plain
Blacken beneath the gloom of rain.

O fair the lightly sprinkled waste
O'er which a laughing shower has raced!
O fair the April shoots!

O fair the woods on summer days,
While a blue hyacinthine haze
    Is dreaming round the roots!
In thee, O City! I discern
Another beauty sad and stern.

Draw thy fierce streams of blinding ore,
Smite on a thousand anvils, roar
    Down to the harbour bars;
Smoulder in smoky sunsets, flare
On rainy nights, with street and square
    Lie empty to the stars.
From terrace proud to alley base
I know thee as my mother's face.

When sunset bathes thee in his gold
In wreaths of bronze thy sides are rolled,
    Thy smoke is dusky fire;
And, from the glory round thee poured,
A sunbeam, like an angel's sword,
    Shivers upon a spire.
Thus have I watched thee, Terror! Dream!
While the blue Night crept up the stream.

The wild train plunges in the hills,
He shrieks across the midnight rills;
    Streams through the shifting glare
The roar and flap of foundry fires,
That shake with light the sleeping shires;
    And on the moorlands bare
He sees afar a crown of light
Hung o'er thee in the hollow night.

At midnight, when thy suburbs lie
As silent as a noonday sky
    When larks with heat are mute,

I love to linger on the bridge,
All lonely as a mountain ridge
    Disturbed but by my foot;
While the black lazy stream beneath
Steals from its far-off wilds of heath.

And through thy heart, as through a dream,
Flows on that black disdainful stream;
    All scornfully it flows
Between the huddled gloom of masts,
Silent as pines unvexed by blasts—
    'Tween lamps in dreaming rows.
O wondrous sight! O stream of dread!
O long, dark river of the dead!

Afar, the banner of the year
Unfurls; but, dimly prisoned here,
    'T is only when I greet
A dropt rose lying in my way,
A butterfly that flutters gay
    Athwart the noisy street,
I know the happy summer smiles
Around thy suburbs, miles on miles.

'T were neither pæan now, nor dirge,
The flash and thunder of the surge
    On flat sands wide and bare;
The haunting joy or anguish dwells
In the green light of sunny dells
    Or in the starry air.
Alike to me the desert flower,
The rainbow laughing o'er the shower.

While o'er thy walls the darkness sails,
I lean against the churchyard rails.
    Up in the midnight towers

The belfried spire; the street is dead;
I hear in silence overhead
The clang of iron hours.
It moves me not—I know her tomb
Is yonder in the shapeless gloom.

All raptures of this mortal breath,
Solemnities of life and death,
Dwell in thy noise alone:
Of me thou hast become a part—
Some kindred with my human heart
Lives in thy streets of stone;
For we have been familiar more
Than galley-slave and weary oar.

The beech is dipped in wine; the shower
Is burnished; on the swinging flower
The latest bee doth sit.
The low sun stares through dust of gold,
And o'er the darkening heath and wold
The large ghost-moth doth flit.
In every orchard autumn stands,
With apples in his golden hands.

But all these sights and sounds are strange,
Then wherefore from thee should I range?
Thou hast my kith and kin,
My childhood, youth, and manhood brave—
Thou hast that unforgotten grave
Within thy central din,
A sacredness of love and death
Dwells in thy noise and smoky breath.

—Alexander Smith.

Table of Glasgow Dates

A.D.

84 Agricola invades North Britain.

140 Antonine's Wall between Forth and Clyde. Romans at Cadder (?).

400 (about) St. Ninian consecrates burial ground at Cathures (site of Glasgow Cathedral).

543 Kentigern (St. Mungo) settles in Glasgow (dies 612).

565 (?) Constantine founds monastery at Govan.

584 Visit of Columba to Kentigern.

1115 David Prince of Cumbria restores see of Glasgow.

1120 Govan church lands given to Bishop of Glasgow.

1136 New Cathedral of St. Mungo consecrated.

1175 Glasgow becomes a burgh of barony under charter of William the Lion.

1185 Glasgow Fair established.

1197 Lower Church of Cathedral consecrated by Bishop Jocelin.

1232–1258 Choir of Cathedral completed by Bishop Bondington.

1242 Glasgow obtains from Alexander II right of free trade throughout Lennox and Argyll.

1246 Black Friars' Monastery established.

1272–1316 Robert Wishart, supporter of Wallace and Bruce, Bishop of Glasgow.

1285 Wooden bridge at Stockwell fords.

1297 Wallace captures Bishop's Castle from the English.

1301 Edward I lodges at Black Friars' Monastery (site of present College Station).

1305 Wallace captured at Robroyston.

1345 Stockwell Bridge of eight stone arches built by Bishop Rae.

1350 Plague (Black Death) visits Glasgow.

1380 Second visitation of plague.

1420 Beginning of trade in cured salmon.

1435 Bishop Cameron compels his thirty-two canons to build manses.

1450 Glasgow becomes a burgh of regality under charter of James II.

1451 Glasgow University founded by bull of Pope Nicholas V.

1471 Provand's Lordship built. James IV was afterwards Laird of Provan and a Canon of Glasgow Cathedral.

1476 Grey Friars' Convent established in High Street.
1488 See of Glasgow erected into an archbishopric.
1513 Glasgow burgesses fight at Flodden under their provost, the Earl of Lennox.
1539 Kennedy and Russell burned for Lollardry.
1544 Battle of the Butts.
1556 Population of Glasgow, 4500.
1560 Reformation in Scotland established by law. Archbishop Beaton leaves Glasgow.
1561 Town Council elects its own magistrates in absence of the Archbishop.
1567 Darnley and Queen Mary in Glasgow.
1568 Battle of Langside.
1570 Bishop's Castle held for the Regent against Hamilton attack.
1572 Black Friars' property given to University.
1577 University receives new charter. Andrew Melville principal.
1578 Provost Crawford represents Glasgow at Convention of Estates.
1581 Archbishop Montgomery's installation resisted.
1590 (about) Archbishop's rentallers made proprietors.
1594 Eight burgesses appointed to watch nightly in Glasgow.
1605 Letter of Guildry determining rights of merchants and craftsmen in Glasgow.
1611 Glasgow becomes a royal burgh.
1614 Ogilvie, a Jesuit, hanged in Glasgow.
1632 College in High Street rebuilt.
1636 New charter granted to Glasgow by Charles I.
1638 General Assembly meets in Glasgow Cathedral, abolishes Episcopacy in Scotland.
1639 Hutcheson's Hospital founded.
1642 Fleshmarket built.
1645 Visits of Montrose and Leslie to Glasgow.
1645 Rollock, Nisbet, and Ogilvie, royalists, executed at Glasgow.
1647 Plague in Glasgow. "A second horse" secured for scavenging.
1650 Cromwell visits Glasgow.
1652 Fire destroys one-third of the city.
1662 Privy Council meets in the College to enforce Episcopacy.

1667 Sugar House established in Bell's Wynd and Candleriggs.
1669 Robert Leighton, Archbishop of Glasgow.
1674 Whale-fishing company founded.
1677 Second Glasgow fire.
1678 "Highland Host" quartered in Glasgow.
1679 Claverhouse beats off the Covenanters at Cross.
1684 Covenanters executed at the Cross.
1688 Red Herring trade developed by Provost Gibson.
1690 Charter of William and Mary establishing full self-government in Glasgow.
1699 Darien Scheme involves Glasgow merchants in heavy loss.
1706 Union proposals lead to rioting in Glasgow.
1715 Glasgow fortified against the Jacobites.
1725 Malt tax riots.
1730 Glass bottle work started.
1732 Harvey introduces inkle-looms from Holland.
1740–1776 "Reign of the Tobacco Lords."
1740 Population of Glasgow, 17,043.
1743 Robert Foulis, printer to the University.
1745 Prince Charles Edward in Glasgow.
1750 Ship Bank and Glasgow Arms Bank founded.
1751 Adam Smith, professor in the University.
1756 Joseph Black, professor in the University.
1758 Stage-coach service between Glasgow and Edinburgh.
1759 Glasgow Academy of Fine Arts founded by Foulis.
1761 Sir John Moore born in Trongate.
1765 James Watt improves the steam engine.
1772 First Jamaica Bridge opened.
1776 Tobacco trade ruined by American War.
1777 Thomas Campbell born in High Street.
1779 Body of Police organized.
1780 Cotton mill established at Anderston.
1780 Population of Glasgow, 42,832.
1783 Chamber of Commerce founded.
1788 Stage-coach service to London.
1790 Forth and Clyde Canal opened.
1792 Tennant's chemical works founded at St. Rollox.
1792 Sir Colin Campbell, Lord Clyde, born in North John Street.
1794 Royal Infirmary opened on site of Bishop's Castle.
1796 Anderson's College founded.
1800 Street cleansing undertaken by the city.

1801 Population of Glasgow, 77,385.
1803 The *Charlotte Dundas* steamer plies on Forth and Clyde Canal.
1811 Population, 100,748.
1812 The *Comet* steamer launched on the Clyde by Henry Bell.
1817 Gas-lighting of the streets introduced.
1819 Iron vessel launched on Monkland Canal.
1828 Hot-blast furnace introduced by Neilson.
1831 Glasgow and Garnkirk Railway opened.
1831 Population, 202,426.
1832 Glasgow returns two members to Parliament.
1833 Municipal Reform Act.
1836 Population of Govan, 2122.
1841 Robert Napier begins shipbuilding in Govan.
1842 Edinburgh and Glasgow Railway opened (now N.B.R.).
1846 William Thomson, Lord Kelvin, professor in the University.
1848 Caledonian Railway opened to Beattock.
1848 Trade depression. Serious riot in Glasgow.
1851 Population, 359,096.
1852 Anchor Line founded.
1853 Allan Line undertakes Canadian mail service.
1859 Loch Katrine water supply introduced.
1860 Joseph (Lord) Lister, professor in the University (antiseptic surgery).
1864 Govan formed into a police burgh (pop. in 1861, 7637).
1866 City Improvement Trust formed.
1870 University removed to Gilmorehill.
1871 Population, 477,732; Govan, 19,200.
1874 Western Infirmary opened.
1878 City of Glasgow Bank failure.
1881 Population, 487,985; Govan, 49,426.
1888 First great Glasgow Exhibition.
1890 Victoria Infirmary opened.
1891 Population, 658,198 (including Govan, 63,625).
1894 Tramways taken over by the Corporation.
1898 Electric trams introduced.
1901 Second Glasgow Exhibition.
1901 Population, 761,709 (including Govan, 82,174).
1910 Clyde Purification scheme completed.
1911 Third Glasgow Exhibition.

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